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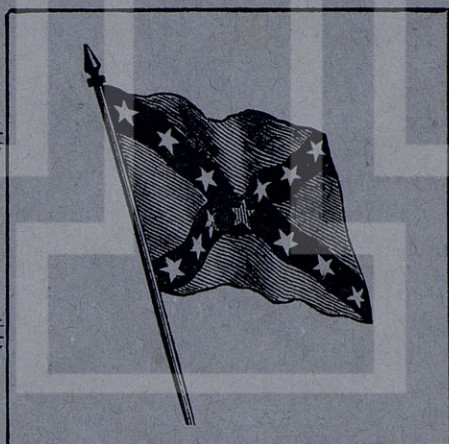
THE PEOPLE'S PICTORIAL EDITION

OF THE

CONFEDERATE SOLDIER

IN THE

CIVIL

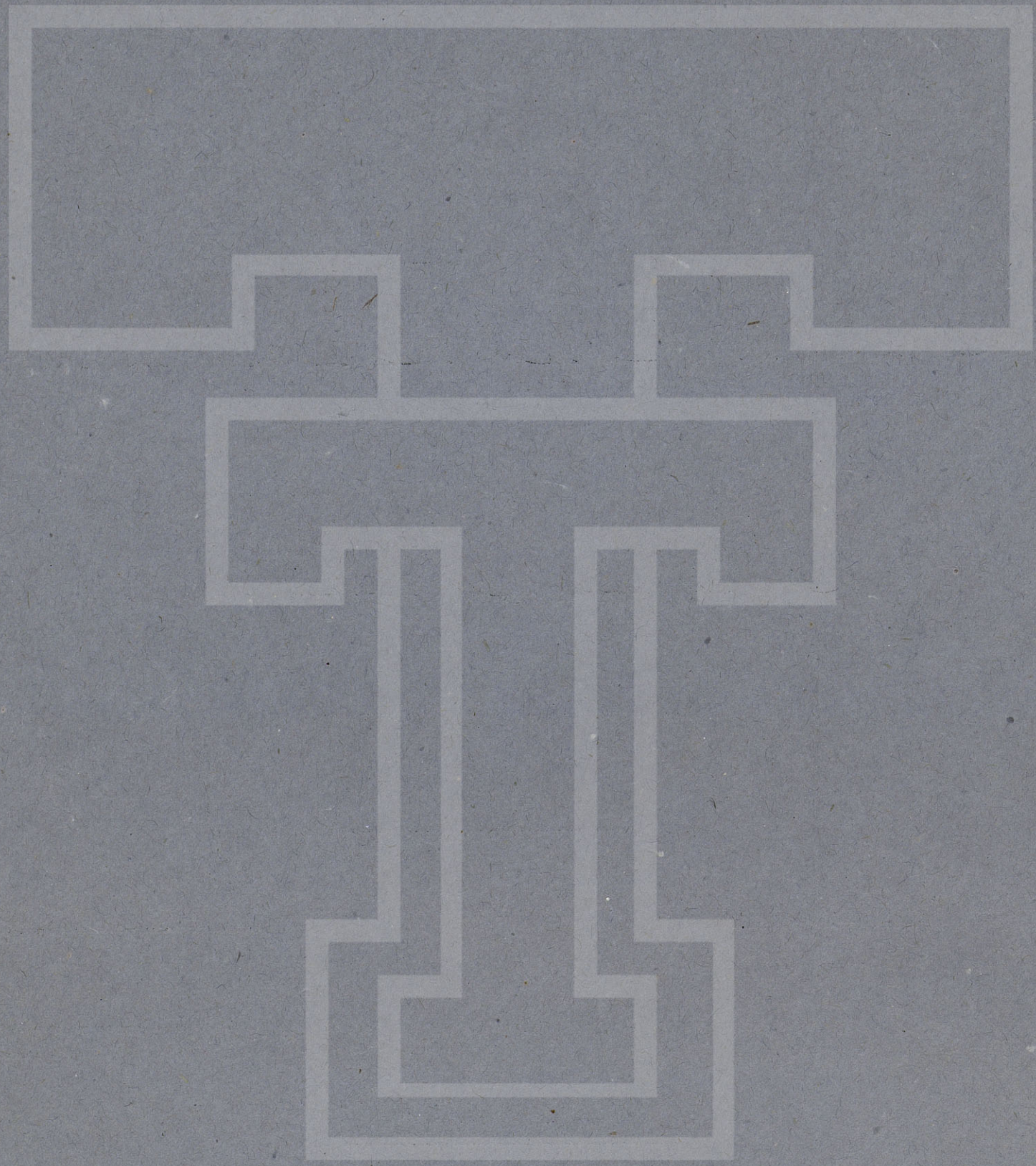


WAR

1861-1865.

LOUISVILLE, KENTUCKY:
COURIER-JOURNAL JOB PRINTING COMPANY,
1897.





CONFEDERATE STATES CRUISERS.

THE NASHVILLE.

BY
LIEUTENANT W. C. WHITTLE.

IN 1861 the Nashville, then used as a freight and passenger steamer, was seized in the port of Charleston, S. C., by the Confederate authorities and soon fitted out for the purpose of taking Messrs. Mason and Slidell to Europe. She was a side-wheel, brig-rigged steamer, of about twelve or fourteen hundred tons, and was therefore deemed by them too large a vessel to run the blockade. That purpose was accordingly abandoned.



Fort Macon. Nashville. Beaufort. State of Georgia.
CONFEDERATE STEAMER NASHVILLE RUNNING THE BLOCKADE AT BEAUFORT, N. C.

Captain R. B. Pegram, then in command of the Nashville, fitted her with two small guns and made her ready for sea, with a full crew of officers and men. The following is a list of her officers: Captain, R. B. Pegram; First Lieutenant, Charles M. Fauntleroy; Second Lieutenant, John W. Bennett; Third Lieutenant, William C. Whittle; Master, John H. Ingram; Surgeon, Jno. L. Ancrum; Paymaster, Richard Taylor; Chief Engineer, James Hood; Assistant Murray and two others, and the following midshipmen: W. R. Dalton, William H. Sinclair, Clarence Cary, J. W. Pegram, W. P. Hamilton, — Thomas and — McClintock.

On the night of October 21, 1861, she ran out of Charleston, touched at Bermuda. After stopping there a few days for coal, she headed across the Atlantic, and on November 19th captured in the entrance of the British Channel, the ship Harvey Birch, an American merchantman in command of Captain Nelson; she was boarded by an officer and boat's crew who carried away all that was valuable and burned the ship. On the 21st she arrived at Southampton, England.

The Nashville enjoyed the distinction of being the first war vessel to fly the flag of the Confederate States in the waters of England. Here we remained until the latter part of January, 1862. About the 1st of February, 1862, we sailed for the Confederacy, evading the United States steamer Tuscarora, which had for some time been watching an opportunity to capture the Nashville, having been sent for that purpose. The manner of our escape is worthy of mention. The Queen's proclamation of neutrality required that neither belligerent should leave port until twenty-four hours after the hour set for the sailing of the other. The Tuscarora immediately got under way and lay off the port to avoid the restriction, awaiting our departure, but one evening came to anchor near the Isle of Wight, within the limit of British jurisdiction. Captain Pegram, learning this, at once notified the Government that he would set sail at a certain hour the next day, and the Tuscarora was notified that she must remain until the expiration of the twenty-four hours thereafter. A British vessel was sent down to see that this order was not violated and the Nashville, with flying colors, steamed proudly by the Tuscarora and passed out to sea, leaving her commander and crew to meditate on the delightful uncertainties of the law of nations.

The run to Bermuda was without incident, save that we encountered a gale of wind which did us considerable damage. After repairing and coaling ship we took on board the master and crew of a North Carolina schooner, which had been wrecked by the gale at Bermuda. The master agreed to pilot us into the harbor of Beaufort, N.

C., and we made for that port. On the passage the schooner Gilfillan was captured and destroyed. Arriving off Beaufort we found one United States blockade steamer and determined to pass in by a *ruse de guerre*. A steamer very much like the Nashville was then employed by the United States Navy in carrying the mails and communicating with the blockading squadron. Personating this steamer and flying the United States flag, we ran confidently up to the blockader and made signal to her to come and get her mails. The Nashville was hove to under gentle pressure of steam and the blockader lowered a boat. While pulling toward us we changed our course and ran for port. Before their mistake was discovered the Nashville was out of reach of the enemy's guns, which, however, fired shot after shot in impotent rage, all falling short as we widened the distance under full steam, making safe harbor at Morehead City on the 28th day of February, 1862.

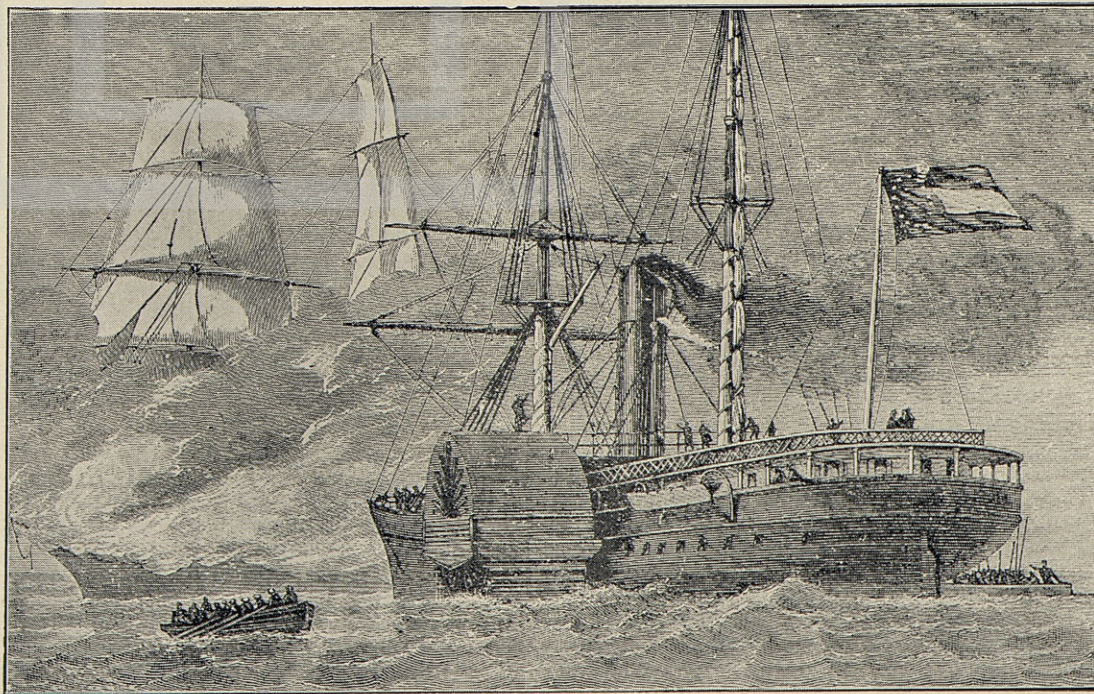
Captain Pegram, after visiting Richmond and reporting to the Navy Department for instructions, returned to the

chance. The fall of Fort Macon was only a question of time, and a very short time at that; the blockade must, therefore, be broken. Quietly and secretly we set to work, and being assured by my chief engineer (Hood) that with his small force and the assistance of the deck hands he could keep the vessel under steam, we made ready to run through the blockading fleet. I was fortunate in securing the services of Captain Gooding, an excellent coast pilot, who was then in command of a sailing ship blockaded in the harbor. He brought with him a chart, chronometer and sextant, and such instruments as were deemed absolutely necessary for navigation, with the promise that if his efforts were successful the ultimate command of the ship would be given him by the purchasers.

Having made all my preparations to destroy the ship, if necessary, to prevent her capture in passing out, I dropped down under the guns of Fort Macon. Colonel White, in command of the fort, came on board and told me of the efforts that were being made for my capture. He suggested that, as I had no means of defense, I should, on the approach of the expedition, destroy my vessel and come into his fort as a re-enforcement to him. I then divulged to Colonel White my plan of escape, and notified him of my intention to run out that evening, requesting him to see that I was not fired upon by his command. He was delighted with the plan, and wished me God-speed. On the evening of March 17, 1862, between sunset and moonrise, the moon being nearly full, I tripped my anchor and ran out. As soon as I was under way a rocket was sent up from the lower side of Bogue Island, below Fort Macon, by an enemy's boat, sent ashore from the blockaders for the purpose of watching me, giving me the assurance that my movement had been detected.

Steaming toward the entrance at the bar, I found the three vessels congregated close together under way and covering the narrow channel. Just before reaching the bar I slipped my anchor, which in hoisting had caught under the forefoot, in order to prevent its knocking a hole in the ship's bottom, as I knew we would strike in going over the bar. We were going at full speed, say fourteen knots per hour. I was in the pilot-house with Gooding, and two others were at the wheel. The blockaders, under way and broadside to me, were across my path. I ran for the one furthest to the northward and eastward, with the determination to go through or sink both ships. As I approached rapidly I was given the right of way and passed through and out under a heavy fire from the three vessels. They had commenced firing as soon as I got within range, and continued until I passed out, firing in all, as well as we could determine, about twenty guns. The moon rose clear and full a short time afterward and found us well out to sea, no attempt being made to pursue us that we could discover.

We ran on out to the inner edge of the Gulf Stream, where we remained until the next day, and in the afternoon of the 18th of March shaped our course for Charleston. Arriving in the midst of the blockading fleet there before dawn of the 19th, we discovered their position by the great number of rockets which they were sending up to signal the fact that our presence was known. This, together with the fact that the stone fleet had been sunk in the channel, leaving only the Maffitts Channel open, and not knowing how far even that was obstructed, made me conclude not to attempt to run in. With an exhausted crew and short of coal, I put back and ran clear of the blockaders. At daylight on the 19th, made Cape Roman, steaming close in to land, and tracked up the beach, intending to try to enter Georgetown, S. C.; but seeing



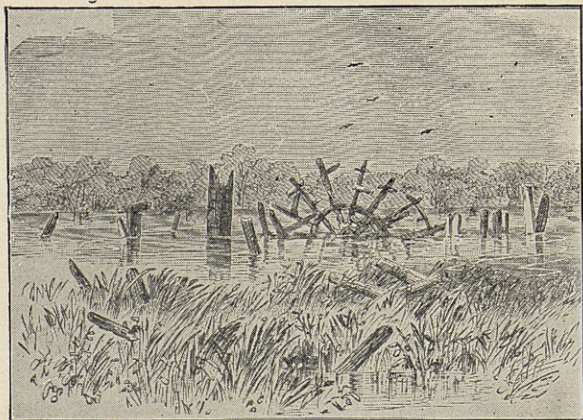
CONFEDERATE STEAMER NASHVILLE DESTROYING A FEDERAL VESSEL.

the smoke of two steamers to the northward, I stopped the engines and made ready to destroy the vessel on their approach, as we were in a condition too exhausted to run successfully.

Fortunately, the smoke of the blockaders disappeared on the horizon, and we steamed on up to the entrance of Georgetown, but on going in got aground on the bar. Sending out a boat to take soundings, I observed a boat pulling around a point of land inside, filled with armed men. At the same moment a body of horsemen came down on the beach. Not knowing but that this port also had fallen into the hands of the enemy, I called my boat alongside and made such preparations for defense as I could devise. When close enough, the boat hailed us to know what ship it was. I answered by asking whether they were Federals or Confederates. Their reply was: "We are South Carolinians," and I answered: "This is the Confederate States steamer Nashville," which at first they seemed to discredit. Finally they approached, and I was told by the officer in command that Colonel Manigault, who was commanding ashore, had directed that if I was a Confederate vessel I should hoist another flag under the one already up. I told him I had no other except the United States flag, and this might mislead him. I then told him I needed a pilot. He readily and very quickly pulled ashore, and returned with one, bringing me a message from Colonel Manigault that I could place implicit confidence in him, to let him take the ship up to Georgetown, and requested me to come ashore and confer with him. In the meantime the Nashville, having been gotten afloat by me, was placed in charge of this pilot and steamed up to Georgetown.

I went ashore and was received by Colonel Manigault, of the South Carolina forces, with a hearty welcome and cheers from his troops. Colonel Manigault inquired whether I had seen the blockaders off Georgetown. I replied that I had seen their smoke going off up the coast, whereupon he informed me that this was the first day for many weeks that they had absented themselves from their post in front of the harbor. I proceeded at once to Richmond and reported to S. R. Mallory, Secretary of the Navy, who directed me to return to Charleston and confer with Messrs. Fraser, Trenholm & Co., the purchasers of the vessel, and to take all necessary steps to effect her transfer to them as speedily as possible. I went to Charleston and in concert with them or their agents the business was closed, they giving the command of the ship, at my request, to Captain Gooding. Being unable to carry out any cargo on account of the bar, she sailed in ballast, having taken in coal and such crew as could be secured for her. She left Georgetown in the broad light of day, flying the Confederate flag, before the blockaders returned to port.

After this she made several successful trips through the blockade and later was transferred to other parties, and subsequently she was attacked by the enemy and destroyed at the mouth of the Ogeechee River. I am persuaded that the Federals did not know that the Nashville went into



REMAINS OF THE CONFEDERATE CRUISER NASHVILLE IN THE OEGEECHEE RIVER NEAR FORT McALLISTER, GA.

Georgetown until it was revealed to them by my capture below New Orleans in April, 1862. I had then among my private papers the rough draft of my report to Secretary Mallory, in which I had announced to him the escape of the vessel from Morehead City and her entrance into Georgetown. The Federal officer who read this rough report seemed to have the impression that the Nashville had sailed direct to Nassau, and so expressed himself to me. On my telling him that I had taken her into Georgetown he was greatly surprised, and the circumstances of her escape were thus, for the first time, communicated to the Federal Government.

W. C. WHITTLE.
Lieutenant, C. S. N.

A STRAGGLING Yankee soldier was in a squad that was captured and passed before General Paul Jones Semmes. One of the men remarked that this prisoner was hungry. "Feed him," said General Semmes. "Shoot 'em in the line, but feed 'em on this side of it."

THE FLORIDA.

M. C. MILLER & SONS, of Liverpool, under contract with Captain J. D. Bullock, naval agent of the Confederate States, built a steam cruiser. She bore the dock-yard name of the Oreto. She was the first Confederate cruiser built in England. On March 22, 1862, she sailed from Liverpool, having on board as a passenger, Master John Lowe, Confederate States Navy, who was instructed to deliver the vessel at Nassau to Captain J. N. Maffitt. The Oreto arrived at Nassau April 28th. During the interval between April 28th and



COMMANDER JOHN NEWLAND MAFFITT, OF NORTH CAROLINA.
[From a photograph taken in 1863.]

August 1st was twice seized by the British governor, on the complaint of the United States consul that she was intended for the Confederate service. The admiralty, from the evidence submitted, found that she was properly documented as British property, and ordered her release. At Nassau her armament was placed on a schooner which the Oreto met, about August 10th, at Green Cay, sixty miles distant. There it was transferred to the steamer, which was regularly commissioned as a ship of war and the name changed to Florida. Her battery embraced two 7-inch and four 6-inch Blakely rifled guns. The yellow fever broke out among the crew and in five days the working force was reduced to one fireman and four deck hands. The ship was run into Cardenas, Cuba, in a desperate plight, and there Captain Maffitt was stricken with the disease. Before he recovered the Florida was summoned to Havana by the captain general. She was still far from being fully equipped or manned, and because of the stringency of the Spanish regulations Maffitt determined to run into Mobile. On September 4, 1862, she was off the bar, and, hoisting the British colors, stood toward the three blockading vessels. Deceived by her ensign, they allowed her to come up to them before ordering her to stop. The only response was the substitution of the Confederate for the British flag. The Florida received the broadside of the Federal sloop of war Oneida within pistol range, and for two hours the little ship was pelted by the enemy until she found shelter under the guns of Fort Morgan. Two shells had passed through her and her rigging was badly cut up; one man was killed and seven wounded. Maffitt came out of his berth to handle the ship, and during the whole war there was no incident in which bravery and energy were more brilliantly displayed.

At Mobile the Florida was fully fitted out and manned, and on the night of January 15, 1863, made her escape to sea, although the blockading fleet had been strengthened with a view to her capture, and she was vainly pursued by one fast gunboat, the R. R. Cuyler. Under steam and sail (her screw could be lifted clear out of water when it was intended that she should go under sail alone) she outran the enemy. She was now officered as follows: Lieutenant Commanding, John Newland Maffitt; Lieutenants, S. W. Averill, Thomas K. Porter, J. L. Hoole, C. W. Read and S. G. Stone; Midshipmen, R. S. Floyd, G. D. Bryan, J. H. Dyke, G. T. Sinclair and W. B. Sinclair; Chief Engineer, A. M. Spidell; Assistants, Charles W. Quinn, Thomas A. Jackson and E. H. Brown; Surgeon, Frederick Garretson; Paymaster, — Lynch.

The Florida in a few days made the west end of Cuba and captured her first prize, a small brig, which was burned. Putting into Havana, she remained forty-eight hours, taking in coal; and on January 25th arrived at Nassau, having taken two more prizes in the meantime. Cruising to the southward, a halt was made at Green Cay, to paint the ship, and upon the day after leaving that

island the United States gunboat Sonoma was sighted. All hands were called to quarters, but although the Florida was slowed down, the enemy kept at a distance, and at the approach of night the Florida went on her course. Off the Windward Islands she had a long chase after the clipper ship Jacob Bell, from Foo Chow, China, for New York, which she caught and burned. The vessel and her cargo of tea, silks, etc., was valued at \$1,500,000, the most valuable single prize taken by any Confederate cruiser.

The Florida cruised along the meeting of the great routes of commerce along the Brazilian coast, taking many prizes. Near there a tender was made of the prize brig Clarence, and then worked her way back to St. Georges, Bermuda, where she arrived July 16, 1863. Up to this date she had destroyed fourteen prizes and bonded three.

The Florida sailed from Bermuda July 25th, and after capturing the ships F. B. Cutting (bonded) and the Avon (burned), arrived at Brest, France, where she remained six months in a government dock refitting and recruiting. Captain Maffitt's health was broken and he was relieved of command by Commander Joseph N. Barney, who was also seized with illness, and on January 4, 1864, Lieutenant Charles M. Morris was ordered to the command of the cruiser. He got to sea from Brest, February 12th, and went to the West Indies, but finding no valuable quarry there, made a descent on the coast of the United States. On July 10th, thirty miles off the capes of the Delaware, he captured the United States mail steamer Electric Spark, from New York for New Orleans, which was scuttled after transferring her people and passengers to a passing English vessel. Other prizes taken in this dash were the Harriet Stevens, Golconda, Margaret Y. Davis and Mondamin. Morris crossed the ocean to Teneriffe, and cruised back leisurely toward Brazil, capturing the B. F. Hoxie, Cairassanne, David Lapsley, Estelle, George Latimer, Southern Rights, Greenland, Windward, William C. Clark and Zelinda.

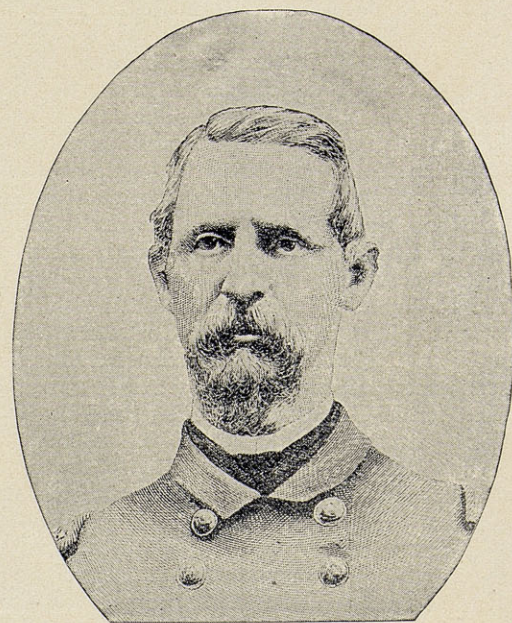
The Florida anchored at Bahia, Brazil, October 4th, and found in port the United States steam corvette Wachusett, Captain Napoleon Collins.

The annexed report of Lieutenant Thomas K. Porter embraces the particulars of the

CAPTURE OF THE CONFEDERATE STEAMER FLORIDA BY THE UNITED STATES STEAMER WACHUSETT.

LIVERPOOL, February 20, 1865.

I submit the following account of the capture of the Confederate States steamer Florida at Bahia, Brazil, on the 7th of October, 1864, by the United States steamer Wachusett, the treatment of the officers and crew while prisoners, and the manner of our release. But, before commencing, I beg to call your attention to the fact that before entering the harbor our shot were withdrawn from the guns; that after our being requested by the Brazilian naval commander to anchor inshore of his squadron we let our steam go down and hauled fires.

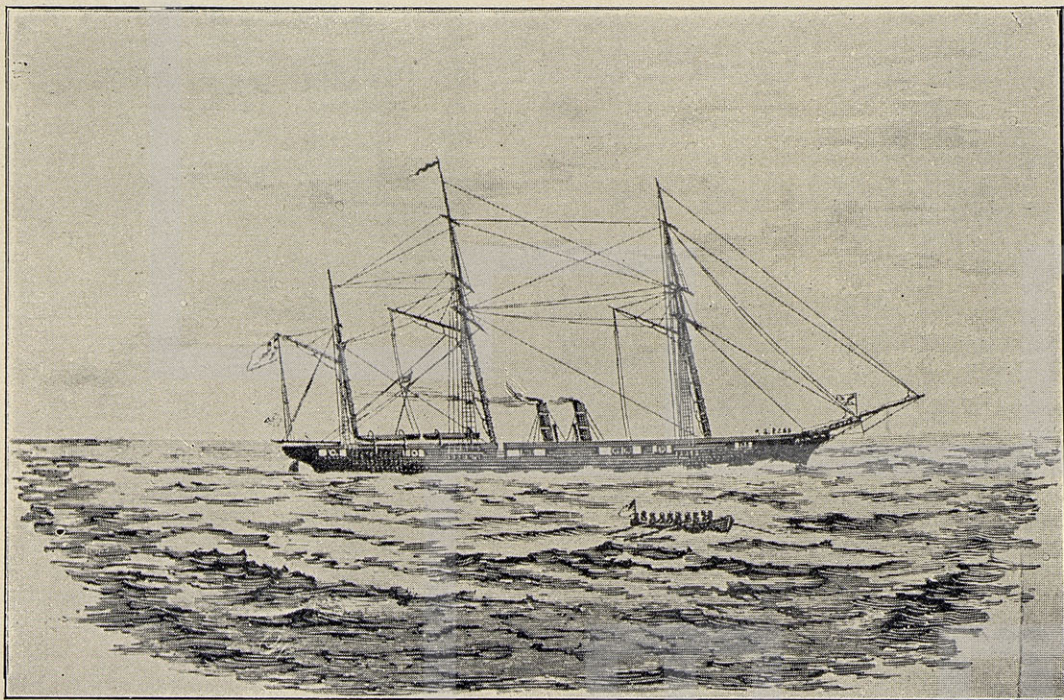


CAPTAIN CHARLES M. MORRIS,
Commander of the Florida.

At about 3 A. M., on the morning of the 7th of October, the officer of the deck, Acting Master T. T. Hunter, sent the quartermaster down to call me and tell me that the Wachusett was under way and standing toward us. I immediately jumped on deck, when I saw the Wachusett about twenty yards off, standing for our starboard quarter. A moment after, she struck us abreast the mizzenmast, broke it into three pieces, crushed in the bulwarks, knocked the quarter-boat in on deck, jammed the wheel, carried away the mainyard and started the beams for about thirty feet forward. At the same time she fired about two hundred shots from her small arms, and two from her great guns. She then backed off about one hundred yards and demanded our surrender. I replied to the demand, that I would let them know in a few moments.

The reply from the Wachusett was to surrender immediately, or they would blow us out of the water. As more than half our crew were ashore and those on board had just returned from liberty, I believed that she could run us down before we could get our guns loaded. But as I did not like to surrender the vessel without knowing what some of the other officers thought of it, I consulted Lieutenant Stone, the second officer in rank, and finding that he agreed with me that we could not contend against her with any hopes of success, I informed the commander of the Wachusett that, under the circumstances, I would surrender the vessel. I then went on board, and delivered to Commander Collins the ship's ensign and my sword. He immediately sent a prize crew on board the Florida, and towed her out of the harbor. During the day he transferred about two-thirds of those captured to the Wachusett. He then paroled the officers, and put the men in double irons. As there were so few men compared to the Wachusett's crew, and those divided between the two ships, I tried to get Captain Collins to allow the irons to

sent an armed force after the boat in which our men had left. So anxious was he to get them ashore, that he sent them when the quarantine flag was flying at his fore in consequence of having the smallpox on board. The United States steamer Kearsarge left St. Thomas while we were there, and Dr. Charlton and the eighteen men on the Florida were transferred to her. When we arrived at Fortress Monroe, we were sent up to Point Lookout Prison, and there the officers were separated from the men, and sent to the Old Capitol Prison in Washington. But in three or four days we were sent back to the Wachusett at Fortress Monroe to go to Fort Warren, Boston. From Hampton Roads we were carried in the Wachusett to Boston. When we arrived at Fort Warren, the men were all put in one room, and the eleven officers were put into one with thirty-two other prisoners. These rooms were casemates, and were fifty feet long and about eighteen feet wide. At sunset we were locked up in these casemates, and released after sunrise and allowed to promenade the extent of five such rooms.



CONFEDERATE STATES CRUISER FLORIDA.

be taken off of all or a part of them during the day, but he refused to do so. Beyond keeping the men in double irons for nearly two months, there were but two cases of severity toward them that were reported to me. Henry Norman (cox.) was ironed to a stanchion with his hands behind him for having the key of a pair of the Florida's irons in his pocket. He, as well as all the other men on the Wachusett, was ironed with the irons belonging to her (the Wachusett). John Brogan (fireman) was kept in the sweat box. Dr. Emory reported to me that he was sick and could not stand such treatment. I asked Captain Collins to tell me why he was so treated. His reply was that Brogan was seen talking, and that when his master-at-arms came up he stopped. He also said that Brogan had, the day the Florida was captured, cursed one of his engineers, who tried to get him to show him something about our engines. He said, though, that he had ordered his release two days before, and thought he had been taken out. This was about three weeks after our capture. Brogan informed me afterward that he had been confined there for several days and eighteen nights.

A few days before going into St. Thomas, I went to Captain Collins and told him that on a previous occasion he had informed me that he was going to put our men ashore at Pernambuco, and that as we would be in port a few days, I would like to know if he still intended to put them ashore, at the same time telling him that I thought the Florida would be given up by his Government, and that I thought any honorable man would try to return the ship and crew as nearly in the condition in which he found her as he could. His reply was, "I have not thought of it—I have not thought of it to-day." After further conversation I left him, believing that he would not try to break up the crew. But before leaving St. Thomas our men were informed that all of them who wished to go ashore could do so, and that Master George D. Bryan and one other officer would meet them to look out for them. They asked what was to become of their money which was taken from them, and were told that Mr. Bryan would take it ashore for them. A number of them thought this was a trick to get rid of them, and would not go, but eighteen were foolish enough to believe it, and had their irons taken off on the berth-deck, and were put in a boat from the bow port, and allowed to go ashore. The first Mr. Bryan heard of his part of the affair was when we left the Wachusett and had an opportunity of talking to the other men. After the men had time to get ashore, the commander of the Wachusett called away his boats, and

Canada. It may be of importance to state that we were officially informed by Major Gibson, commanding the post part of the time we were there, that we could hold no communication with the Brazilian authorities.

THOMAS K. PORTER.
First Lieutenant, C. S. N.

NOTE.—On November 28, 1864, the Florida was sunk while lying in Hampton Roads, by being struck by an army transport.

CLARENCE, TACONY AND ARCHER.

THE brig Clarence, of Baltimore, Md., was captured off the Brazilian coast on May 6, 1863, by the Florida, and was converted into a Confederate cruiser. Lieutenant Charles W. Read was placed in command, and selected as his subordinate officers from the Florida's complement, Quartermaster Billups, Boatswain's Mate Matthewson and Quarter Gunner Pride, who were made master's mates. Engineer Brown was also taken on board, and sixteen men of the Florida's crew. The only armament was a 6-pounder boat howitzer, but with some spare spars Read constructed several Quaker guns, that frightened some of the American merchant skippers whom he overhauled. He dipped his colors to the Florida and squared away north and east.

Lieutenant Read captured his first prize off Cape Hatteras, the bark Whistling Wind, bound to New Orleans with army stores. The Whistling Wind and a few more prizes, the Kate Stewart, Mary Alvina and Mary Shindler, were burned, and the Alfred H. Partridge was bonded off the capes of the Delaware, to land the prisoners. The next prize was the fine bark Tacony, and as she was a much swifter vessel than the Clarence, the crew and battery were transferred to her, and the Clarence was burned. Read now proceeded along the coast of New England, capturing and burning with immense vigor. His prizes were the Ada, Arabella, Byzantium, Elizabeth Ann, Florence, Goodspeed, Isaac Webb, Z. A. Macomber, Marengo, Ripple, Rufus Choate, Shattemuc, Umpire and Wanderer. The schooner Archer was captured on June 25, 1863, and converted into a Confederate cruiser, taking the place of the Tacony. The latter was burned.

Lieutenant Read desired to capture a steamer. He learned from a fisherman that the armed revenue cutter Caleb Cushing, was at Portland, Me., and decided that she would be of service to him. On June 27th he sailed into Portland harbor in his peaceful-appearing schooner without molestation, and after dark he took the cutter by boarding, and securing her crew below deck. Going out of the harbor on the morning of the 28th, with the Archer and Cushing, the wind failed, and a Boston steamer passed in, having on board Captain Merriman, of the United States Revenue Marine, who had been ordered to Portland to take the cutter in search of the Tacony. The first known in Portland of the cutting out of the Cushing was Merriman's report that he had seen her going to sea and Major Andrews, commandant at Fort Preble, organized a recapturing expedition of troops and citizens in two steamers and three tugboats. At 11 o'clock in the morning they overtook the Cushing and Archer. Read opened fire on them from his guns, but, making wide detours, they hemmed him in and kept out of cannon range. He then took to his boats, after setting a slow match to the magazine of the cutter, which soon blew up. Surrounded by the enemy, he surrendered, and they towed the Archer into the harbor. The prisoners were charged with piracy, but were finally exchanged.

"Although the flag of the Confederate Navy went down in ultimate ruin and defeat, it will survive in history as the flag which waved over the first iron-clad."



THE CONFEDERATE STEAMER FLORIDA SUNK AT THE MOUTH OF THE JAMES RIVER, NEAR NEWPORT NEWS, VA., BY BEING RUN INTO BY THE UNITED STATES TRANSPORT ALLIANCE, NOVEMBER 28, 1864.

THE GEORGIA.

THE Japan, a new and powerful iron-screw steamer of six hundred tons burden, and two hundred horse-power engines, was bought in March, 1863, at Dumbarton, Scotland, by Captain M. F. Maury, Confederate States Naval Agent. She was converted into the Confederate cruiser Georgia.

April 1st she cleared from Greenock in ballast for the East Indies, her crew of fifty men, shipped at Liverpool, signing articles for a voyage to Singapore and intermediate ports. Although she left Greenock in the condition of an ordinary ship of commerce, her departure was accelerated by a suspicion that the British authorities had received knowledge of the uses for which she was designed, and orders to detain her reached Greenock the day after she had passed out of the Clyde.

On the French coast, off Ushant, she met by appointment the steamer Alar, from which she received her guns, ordnance stores and supplies. The Confederate flag was hoisted, the officers took charge, and the ship was formally put in commission as the Confederate States man-of-war Georgia. Her officers, who had come out in the Alar, were: Commander W. L. Maury, First Lieutenant Chapman, Second Lieutenant Evans, Third Lieutenant Smith, Fourth Lieutenant Ingraham, Passed Midshipman Walker, Midshipman Morgan, Paymaster Curtis, Surgeon Wheedon and Chief Engineer Pearson.

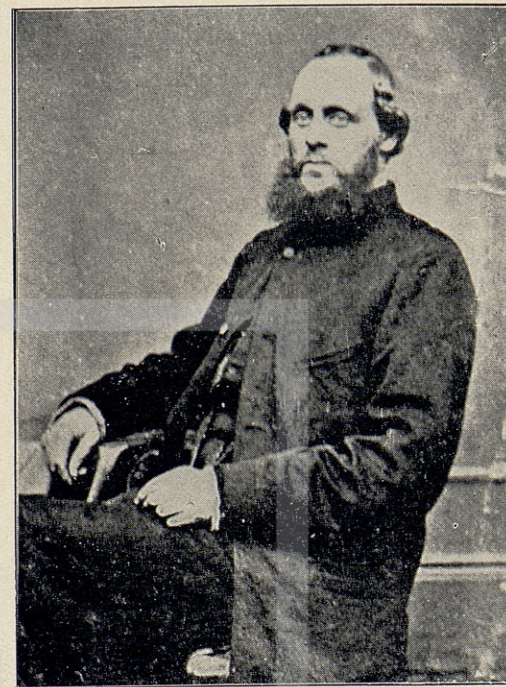
The Georgia was a swift and powerful ship of her class, her battery consisting of five Whitworth guns, two

States frigate Niagara, lying in the port of Antwerp, that he must endeavor to intercept and capture the converted Confederate. Mr. Bates removed every vestige of war-fittings, effected a charter of the ship to the Portuguese Government, and on August 8, 1864, with a British register and under a British flag, she sailed from Liverpool for Lisbon. Off the mouth of the Tagus River, she was captured by the Niagara and sent to Boston with a prize crew, where she was condemned and sold as a lawful prize of the United States. Mr. Bates appealed to the British Foreign Office for redress, but was informed that the case of the Georgia must go before the prize court in the United States, and that he must be prepared to defend his interests therein. He was fortunate enough, however, to recover £6,000 insurance money in the British courts.

THE TALLAHASSEE, AFTERWARD THE OLUSTEE.

BY direction of Secretary Mallory the splendid twin-screw, 14-knot blockade-runner, built on the Thames, and known as the Atlanta, was purchased. She was commissioned as a Confederate States ship of war, under command of Captain J. Taylor Wood, and her name changed to the Tallahassee. The other officers were Lieutenants W. H. Ward, M. M. Benton, J. M. Gardner; Acting Master, Alex. Curtis; Engineers—Chief, J. W. Tyman; Assistants, C. H. Leroy,

Packer, the Mercy A. Howes, Glenavon, Lamont Dupont, Howard, Floral Wreath, Restless, Sarah B. Harris, Etta Caroline, P. C. Alexander, Leopard, Pearl, Sarah Louisa and Magnolia. In taking these prizes Wood had made his way well up along the coast of Maine, and played havoc with the northeast fishing trade, and quite a num-



COMMANDER JOHN TAYLOR WOOD, OF LOUISIANA.
Lieutenant on the Virginia (Merrimac), afterward Commander of the Privateer Tallahassee.
[From a photograph taken in 1864.]



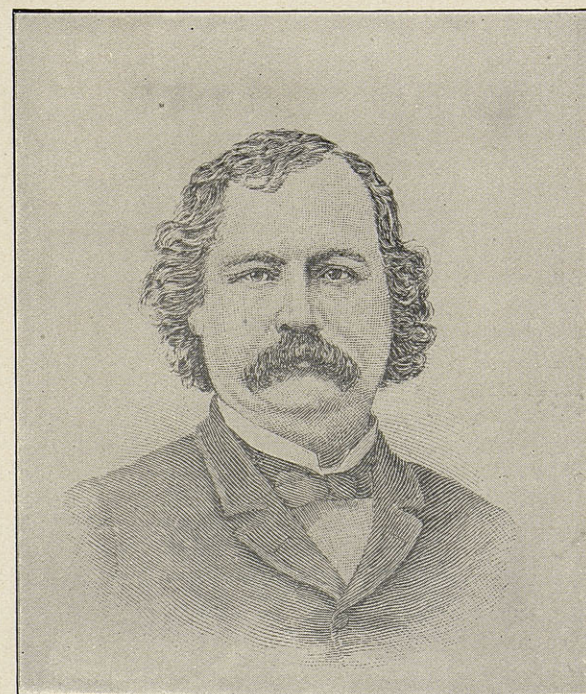
A SCENE ON THE BLOCKADE RUNNER LILLIAN. RUNNING THE BLOCKADE INTO THE HARBOR OF WILMINGTON, N. C.

100-pounders, two 24-pounders and one 32-pounder. Of the seamen who had come out from Greenock and signed for a trading voyage only thirteen consented to ship as man-of-war's men, and the remainder were sent back to England by the Alar, and the crew of the Georgia was filled up by men brought out in that vessel. The cruiser's field of operations was the Atlantic Ocean, but it had already been so well reaped of the enemy's commerce by other Confederate cruisers that only the gleanings were left to her, yet in her short career she made prizes aggregating in value \$406,000. The first was the ship Dictator, taken on April 25th, and burned; then the Georgia ran across to Bahia, Brazil, where she coaled, and continued on to the Cape of Good Hope, capturing on the way the ships George Griswold and Constitution, and the barks Good Hope and J. W. Seaver. She arrived in St. Simons Bay on August 16th, and on the 29th set out for a return to Europe. During this run she made prizes of the ships City of Bath, Prince of Wales, John Watts and Bold Hunter. She put into Cherbourg, France, on October 28th, where Commander Maury was detached on account of ill health, and Lieutenant Evans was promoted to the command. Because of her insufficient sail power, which necessitated frequent coaling, it was not deemed worth while to continue her as a cruiser, and she was taken to Liverpool, where she arrived on May 2, 1864. There she was dismantled and offered for sale, Edward Bates, a Liverpool merchant, becoming her purchaser for the sum of £15,000. This was done against the protest of Mr. Adams, the United States Minister, who gave notice that his Government would not recognize the transfer, and notified Commander Craven, then in command of the United

E. G. Hall, J. F. Green, J. J. Lyell, H. H. Roberts, R. M. Ross; Assistant Paymaster, C. L. Jones; Assistant Surgeon, W. L. Sheppardson; Boatswain, J. Cassidy; Gunner, — Stewart; Master's Mate, C. Russell; Lieutenant of Marines, — Crenshaw; with a crew of about one hundred and ten men. The battery consisted of a 32-pounder rifle, a lighter rifle and a brass howitzer. On August 6, 1864, the Tallahassee went to sea from Wilmington under the fire of the blockading vessels whom the speedy ship soon left behind. She cruised along the Atlantic coast. On August 11th, when within one hundred miles of Sandy Hook, she took and scuttled her first prize, the schooner Sarah A. Boyce, of Egg Harbor, N. J. The pilot-boats James Funk and Wm. Bell, brig Carrie Estelle, and schooner Atlantic were captured. The Funk was converted into a tender under command of Acting Master Davis and captured the bark Bay State, brig A. Richards and schooner Carroll. All the vessels except the Carroll and tender were burned, and the Carroll was bonded and sent to New York, having on board the paroled prisoners. The captain of the Carroll landed on Fire Island, breaking his oath, and telegraphed information to the Federal authorities that a Confederate cruiser was within sixty miles of New York. Gunboats were sent in pursuit. Captain Wood's intention was to dash up the East River, burn the Brooklyn navy-yard and escape to sea by way of Hell Gate, but this scheme was abandoned and the Tallahassee ran to the eastward with the tender. Off the eastern end of Long Island on August 11th, the ship Adriatic was taken and destroyed, and the bark Sullate was ransomed to land the prisoners. The Tallahassee next captured the schooner Spokane, the brig Billow and the schooner Robert E.

ber of gunboats were added to the fleet already in pursuit of him. When near Halifax, he captured the North America, Neva, Josiah Achorne, Ellis and Diadem. All were burned. The Tallahassee arrived at Halifax on August 18th and was ordered away, after getting only enough coal to take her back to Wilmington. She left Halifax on the 19th, and between there and the Cape Fear River captured the brig Rowan and was fruitlessly chased by Federal cruisers. On the 25th she boldly ran into that river, fighting the blockaders as she pushed through their midst until she dropped anchor under the guns of Fort Fisher. She had burned sixteen vessels, scuttled ten, bonded five and released two.

Captain Wood was detached, and was succeeded in command by Lieutenant Ward. Her name was changed to the Olustee, and on October 29, 1864, she ran through the blockading fleet to sea, but not without sustaining some damage from their shells. Off the Delaware capes she captured and destroyed the bark Empress Theresa, schooner A. J. Bird, schooner E. F. Lewis and schooner Goodspeed. Near Sandy Hook the ship Arcole, brig T. D. Wagner and schooner Vapor were made prizes and destroyed. The Olustee went southward again. On November 6th, off Cape Charles, she was sighted by the gunboat Sassacus, which chased her until she was



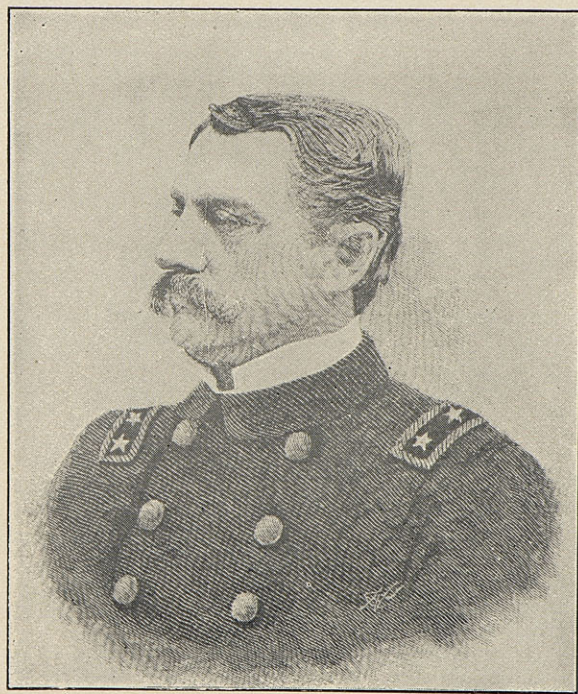
COMMANDER JOHN WILKINSON, OF VIRGINIA.

lost in the darkness. The next day the Olustee arrived off Wilmington bar, and steam was allowed to go down for repairs to the engines. Three vessels, looking like blockade-runners, hove in sight. They were the captured blockade-runners Margaret and Jessie, the Lillian and the Banshee, converted into Federal cruisers, and were

soon joined by the gunboat Montgomery. All the vessels opened fire upon her, but the Montgomery was the only one close enough to be feared. She replied with her after gun; distanced her pursuers, and got into Wilmington unharmed. Her name was again changed to the Chameleon, and she became a blockade-runner. Under the command of Captain John Wilkinson, Confederate States Navy, on December 24th she ran the blockade of the Cape Fear River, while the Federal fleet was bombarding Fort Fisher, and started for Bermuda to procure a cargo of provisions for Lee's army. On the 30th she arrived at St. George's; was immediately seized by the British authorities on the demand of the United States consul, but she had been so thoroughly "sold" at Wilmington that she was, to all intents and purposes, a merchant ship. Laden with provisions on January 19, 1865, she departed from St. George's, but on arriving off New Inlet, Wilkinson found it closed by the fall of Fort Fisher, and put back to Nassau. The Chameleon left Nassau on January 30th for Charleston, but the blockaders being too thick off that port Wilkinson resolved to take the ship to England. On April 9th he arrived at Liverpool. Here she was seized by the British Government and sold, and her name changed to the Amelia. Before her new owners could make use of her the United States entered suit for possession. The court decided in favor of that government, and on April 26, 1866, she was handed over to the consul at Liverpool.

THE SHENANDOAH.

THE last Confederate cruiser and the one that inflicted the largest total of injury upon the commerce of the United States, with the exception of the Alabama, was the Shenandoah. She was purchased to take the place of the Alabama, sunk by the Kearsarge. She was known originally as the English merchant steamer Sea King, having a lifting screw so as to be used under sail alone and was fully rigged as a ship, and was very fast under either sail or steam. The ship was purchased for £45,000 through the medium of an English merchant captain named Corbett, who was to transfer her upon the high seas. The blockade-runner Laurel was purchased at same time and she was loaded at Liverpool with the guns, stores, etc., for the cruiser, and the Laurel also carried out to the rendezvous all the officers except Lieutenant Whittle, who went in the Sea King to make himself acquainted with her. She sailed from London and the Laurel from Liverpool on October 8, 1864. The Sea King was cleared for Bombay or any port in the East Indies, and the Laurel for Nassau. On the 18th they rendezvoused off Funchal, Madeira, and proceeded to Las Desertas, an uninhabited island near by, and in two days the armament and war material were transferred to the Sea King; Captain James I. Waddell hoisted her new colors and took command of her as the Confederate States man-of-war Shenandoah.



COMMANDER JAMES I. WADDELL, OF NORTH CAROLINA.

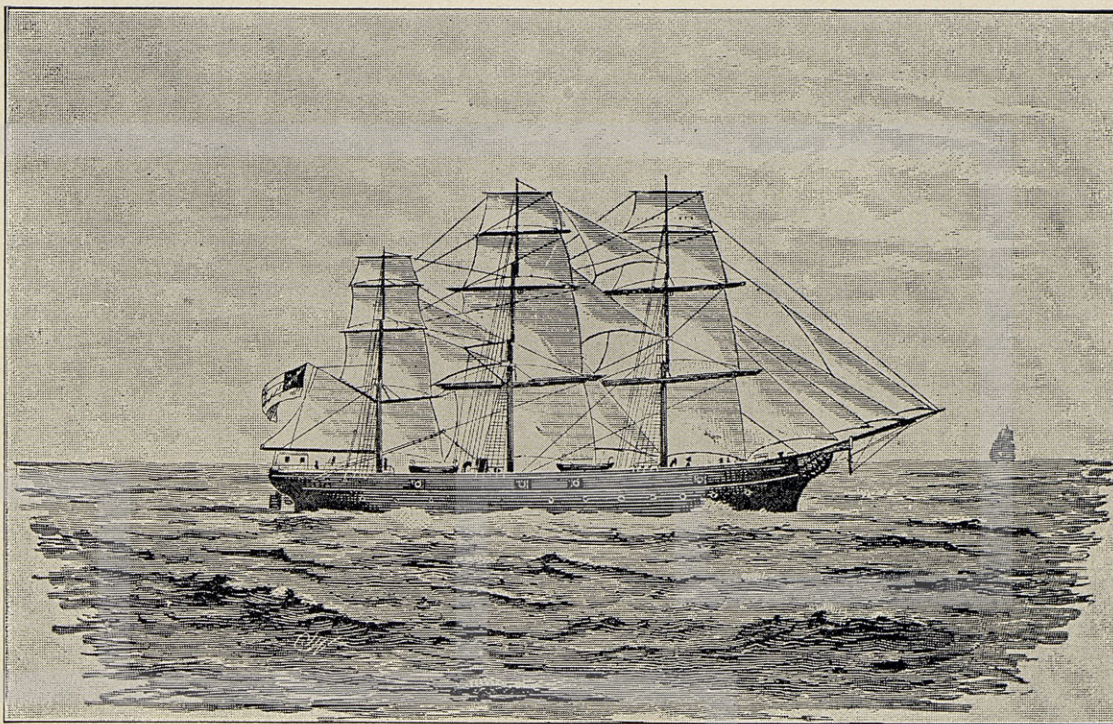
The battery placed on board consisted of four 8-inch smooth bore guns, two Whitworth 32-pounder rifles and two 12-pounders.

The roster of officers was as follows:

Lieutenant-Commanding, James Iredell Waddell; First Lieutenants, W. C. Whittle, John Grimbail, S. Smith Lee, Jr., Francis T. Chew; Second Lieutenant, Dabney M. Scales; Acting Master, J. S. Bullock; Acting Chief Engineer, Mat O'Brien; Passed Assistant Surgeon, C. E. Lining; Acting Assistant Paymaster, W. Breedlove Smith;

Passed Midshipmen, Q. A. Browne, John T. Mason; Acting Assistant Surgeon, F. J. McNulty; Engineers—First Assistant, W. H. Codd; Second Assistant, John Hutchinson; Third Assistant, Ernest Muggaffaney; Acting Master's Mates, C. E. Hunt, J. T. Minor, Lodge Colton; Acting Boatswain, George Harwood; Acting Carpenter, J. O'Shea; Acting Gunner, J. L. Guy; Sailmaker, Henry Alcott; Second Carpenter, J. Lynch.

The Shenandoah steered for Australia, and on January 25, 1865, made prizes of the barks Alma, Godfrey, Edward and Delphine, schooners Charter Oak and Lizzy M. Stacey, and brig Susan; all were destroyed. The



CONFEDERATE STATES CRUISER SHENANDOAH.

steamer Kate Prince was ransomed to take home the prisoners, and the bark Adelaide was bonded. At Melbourne, the Shenandoah was permitted to go into a private dock for repairs.

On February 8, 1865, the Shenandoah left Melbourne in excellent condition, and in three months passed from that latitude to the beginning of her destructive work among the whalers in the Okhotsk Sea, Bering Sea, and the Arctic Ocean. Between June 22d and the 28th she captured twenty-four ships. Twenty were destroyed, and four of them were released on bond, in order to get rid of the numerous prisoners. The names of the earliest prizes were the Edward Casey, Hector, Abigail, Euphrates, William Thompson, Sophia Thornton, Jireh Swift, Susan and Abigail, Nassau, Brunswick, Hillman, Waverly, Martha 2d, Congress 2d, Favorite, Covington, James Maury, Nile and the Milo. The three last-named were ransomed and they took the prisoners to San Francisco, and the others were burned. On one occasion eight prizes were taken in a lump, and when they were burned together the sea was lit up with a wondrous mass of fire. This occurred on June 28th, near the mouth of Bering Straits, and comprised the last war exploit of the Shenandoah. She captured in all thirty-eight ships, thirty-four of which were destroyed, and four ransomed; their total value was stated by the masters at \$1,361,983. Waddell had faithfully executed his orders to obliterate the American whaling industry in those regions.

Many of his captures were effected after the close of the war, although unaware that the war was ended. The Shenandoah came out of the Straits on June 29th, and while running toward the California coast spoke, on August 2d, the British bark Baracouta, fourteen days out from San Francisco, from whose captain Waddell learned of the capture of President Davis, and the capitulation of the remaining military forces of the Confederacy. The Shenandoah's guns were at once dismounted, ports closed, funnels whitewashed, and the ship transformed, so far as external appearances went, into an ordinary merchantman. Waddell decided to give the ship up to the British authorities, and brought her into Liverpool on November 6th, not a vessel having been spoken during the long voyage from the North Pacific. He turned her over to Captain Paynter, commanding her Majesty's ship Donegal, who placed a prize-crew on board, and Waddell communicated with Lord Russell, British Secretary for Foreign Affairs. In this letter he stated his opinion that the vessel should revert, with other property of the Confederacy, to the United States Government, and that point was quickly settled; but Mr. Adams, the United States consul, raised the usual question of piracy against the officers and men of the ship, and there was also a liability to proceedings under the Foreign Enlistment Act, if British subjects could be found on board. Mr. Adams wanted the officers and crew held, he said, until he could procure

evidence from San Francisco that Captain Waddell knew of the downfall of the Confederacy before his latest seizures of American vessels; but the law officers of the crown decided that there was no evidence to justify their detention. On November 8th Captain Paynter had the roll of the Shenandoah called upon her deck, and as not a member of the ship's company acknowledged to being a subject of Great Britain, they were discharged and allowed to depart. Captain Waddell and his officers were never molested. The Shenandoah was sold by the United States to the Sultan of Zanzibar, and in 1879 was lost in the Indian Ocean.

THREE CHEERS FOR BOLD BRAIN.

BY A SAILOR, C. S. N.

Three cheers for bold Brain and his gallant crew!
We will sail with bold Brain the world through and through.

Bold Brain's commission is to burn and destroy
All United States vessels that he can decoy.

Chorus—Huzza! huzza! for bold Brain so true,
We will sail with bold Brain the world through and through.

To Havana they went with a small crew of boys,
For to capture the Roanoke without making a noise.
On board they did go with cool looks, as you see,
And at nine that same night there was a bit of a spree.

They then shot the carpenter—I suppose you all know—
But to find out who shot him the chances are small.
On the bridge he did run with his hands on his head,
And swore to Bob Gage that he was going dead.

They sewed him in canvas and lowered him down
In the deepest blue water that could there be found.
The sharks, in their schools, were playing about,
They smelt that old "Chips" had gone up the spout.
There was then a great mess because he was dead,
But he was only a "Yank," and there's more to be bled.

They came to Bermuda, but coals could not get.
They set fire to and burned her. Says Brain, "Boys, don't fret."

On Sunday they landed on Bermudian shore,
And were soon introduced to the Station House door.

They washed and they dressed, and refreshment was had,
With a coat for a pillow and the floor for a bed.
The people in crowds stood gazing about
When they found that the Roanoke had gone up the spout.

Captain Brain was alarmed by the ring of a bell,
And was then introduced to "Boggs' Hotel."
For two or three days they were all drilled about,
But all they could say, "She has gone up the spout."

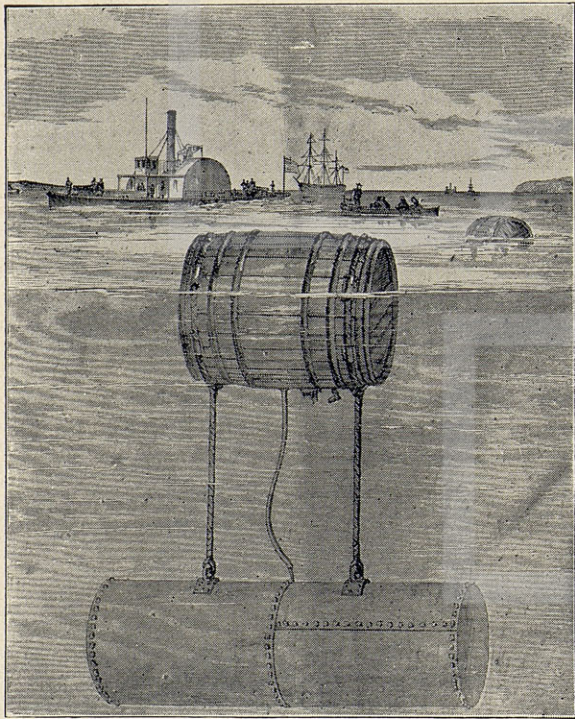
GENERAL STONEWALL JACKSON'S body servant was a negro boy who seemed to have a prescience of any forward movement; his camp utensils and his master's baggage were always ready packed in anticipation of the order to advance. This peculiarity excited remark among the general's staff, and one day several young officers called the black boy up and asked him how he guessed so accurately the intentions of the general. "Well, gemmen, whenever I sees Massa Stonewall get up in the night and go to kneeling and saying his prayers I know there's a fight on hand, sure, and I makes preparations accordin'."

TORPEDOES USED BY THE CONFEDERATE GOVERNMENT.

THE earliest instance of the use of torpedoes during the war was on July 7, 1861, when an attempt was made by the Confederates to destroy Federal vessels in the Potomac River at Aquia Creek by the aid of an infernal machine or barrel torpedo, in July of the same year. A barrel of powder was found adrift in Hampton Roads. This was so arranged with a floating line that if the anchor chains or the wheel of a ship fouled the line, a percussion cap placed on the powder would be fired.

In December, 1861, subterranean infernal machines and submarine torpedoes came into use on the Mississippi and Savannah Rivers. The Frame torpedo first made its appearance in the Neuse River in March, 1862.

In May, 1862, ordinary shells with sensitive primers were buried in the road leading to Williamsburg, by Gen-



THE BARREL TORPEDO, OR INFERNAL MACHINE.

Consisted of two barrels connected by a rope fifty feet long. One of the barrels was attached to an iron cylinder. Running longitudinally along the middle of barrel was a plank, and on it was coiled a fuse fifty fathoms in length, of fine white thread inclosed in gutta percha, the whole well wrapped round with coarser thread. The inner thread was soaked in a chemical preparation that made it a slow match. The fuse ran through a gutta percha tube, passing out at the bottom of the barrel and into the iron cylinder, which was sixteen inches in diameter, over four feet long and weighed upward of six hundred pounds, and filled with an explosive compound. The barrels were intended to float down stream, one on each side of the bow of a vessel, with the fuses lighted. When the fuses burnt out, the machine would explode and blow up the vessel.

eral S. J. Rains. A body of Federal cavalry, as they rode over them, suffered terribly from the effect of their explosion. Generals Joseph E. Johnston and Longstreet forbade the use of these implements of warfare, and the matter was referred to the Secretary of War, who decided that torpedoes must only be used in a parapet, or on a road to repel assaults or check the enemy, or in a river or harbor to drive off blockading or an attacking fleet. Electric torpedoes were first sunk in the James River in July, 1861, and in Lake Pontchartrain in August, 1861. On December 12, 1862, the United States ironclad gunboat Cairo was blown up, below Haines Bluff, on the Mississippi, by a torpedo fired with a friction primer, by a trigger line leading to torpedo pits on shore. This was the first vessel of war engaged in active warfare destroyed by a torpedo.

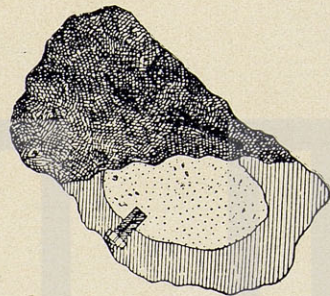
The Torpedo Bureau was established at Richmond, Va., in October, 1862, under the charge of Brigadier-General G. J. Rains. At the same time the Naval Submarine Battery Service was organized under the command of Captain M. F. Maury, who subsequently relinquished it to Lieutenant Hunter Davidson.

Torpedo stations were established at Mobile, Richmond, Charleston, Wilmington and Savannah, and substations at other points. The members of the Torpedo Corps were granted extraordinary privileges on account of the perilous nature of the service, and they were sworn to secrecy. Many of these courageous fellows were killed while engaged in laying torpedoes, through accidental explosions.

An act of Congress, April 21, 1862, provided that the inventor of a device by which a vessel of the enemy should be destroyed should receive fifty per cent of the value of the vessel and armament, and the general appropriation bill of May 1, 1863, embraced an item of \$20,000 for this branch of the public service, to be expended under the direction of the Navy Department, which was the first appropriation of the kind. By act of February 17, 1864, \$100,000 was appropriated for the construction of submarine batteries, and by the act of June 13, 1864, \$250,000 was appropriated for the same purpose.

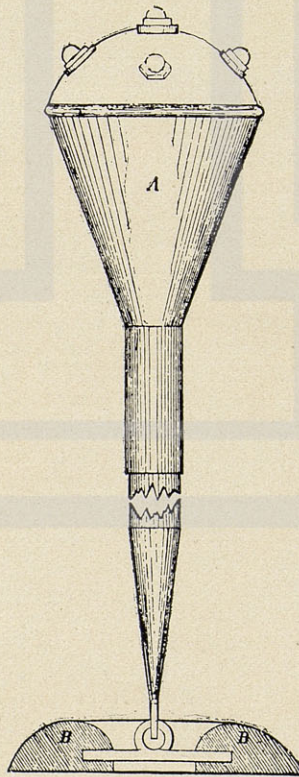
During the war there were one hundred and twenty-three torpedoes planted in Charleston Harbor and Stono River, which prevented the capture and burning of that city. There were one hundred and one torpedoes planted in Roanoke River, North Carolina, by which seven of the twelve Federal vessels sent with troops and means to capture Fort Branch were destroyed. One was sunk by the fire from the fort, and the rest by torpedoes. Of the vessels sent to take Mobile, Ala., twelve were destroyed by torpedoes, viz.: three ironclads, two tinclads, and seven transports. There were fifty-eight vessels sunk by torpedoes in the war, and some of them of no small celebrity, as Admiral Farragut's flagship the Harvest Moon, the Thorn, the Commodore Jones, the monitor Patapsco, ram Osage, monitor Milwaukee, Housatonic and others. (Cairo in Yazoo River.)

The following illustrations and descriptions are of the important torpedo inventions that played a most conspicuous part in this service of the Confederacy.



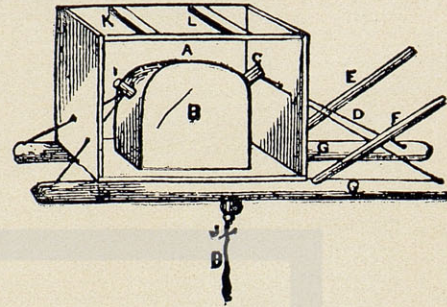
THE COAL TORPEDO

Looked like an innocent lump of coal, but, in reality, it was a block of cast iron with a core containing about ten pounds of powder. When covered with a mixture of tar and coal dust, it was impossible to detect its character. They could be placed in coal piles on barges from which Federal vessels took their supplies, and exploded with terrible effect in their boilers.



THE BUOYANT TORPEDO

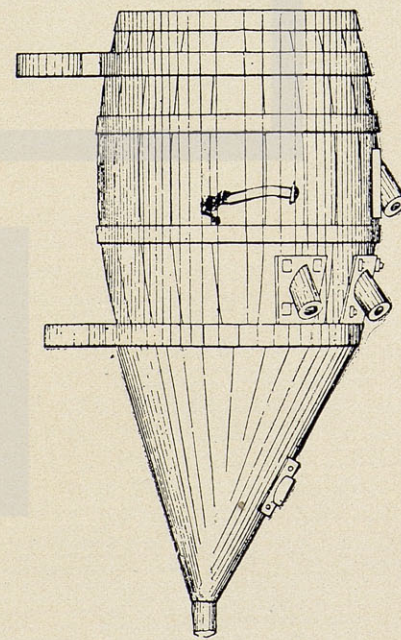
Was a most dangerous one. It comprised a spar fastened by a universal joint to a fixed block at the bottom of the river, and bearing the torpedo at its summit. Swinging with the current and tide, this torpedo was always kept at a uniform depth below the surface, and was out of sight. The torpedo was studded with sensitive caps, and no matter where a ship touched it, would explode. They could not be grappled for, and it was only by good luck, care and ingenuity that the Federals got them out of the channels.



THE RAFT TORPEDO

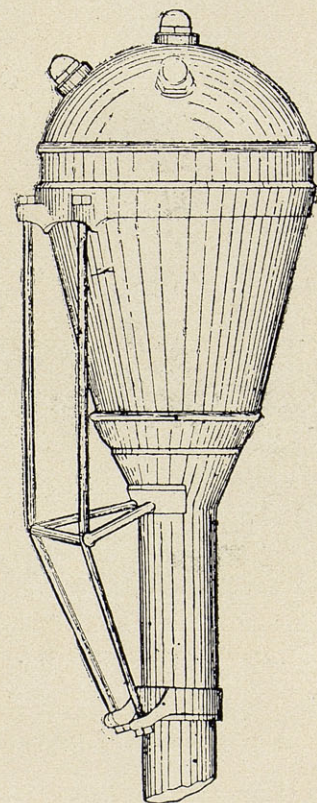
Consisted of a raft, on which was a box five feet long, four and a half feet wide and four and three-fourths feet high, inclosing a powder tank, two and one-fourth feet square and three feet high.

A—The open top of the box. B—The iron tank. C—Brass tube. D—Iron rods connecting from tube to the end of the raft. E—Parts of spars mortised to the runners of raft. G—The runners on which the box lay. H—The mooring. I—Tube with iron rods attached. J—The place where the warp was cut. K L—Braces across the top.



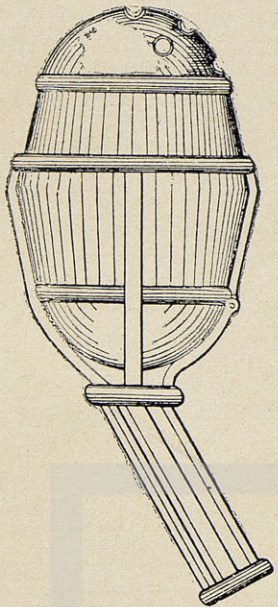
SPAR TORPEDO NO. 1.

This form of "ram torpedo" was taken from the ironclad Charleston, at Charleston, S. C. It was made from a strong wood cask, and had seven sensitive fuses. It contained about one hundred and fifty pounds of fine powder, and was fixed on the end of an iron spar about thirty feet long, attached to the bow near the water line.



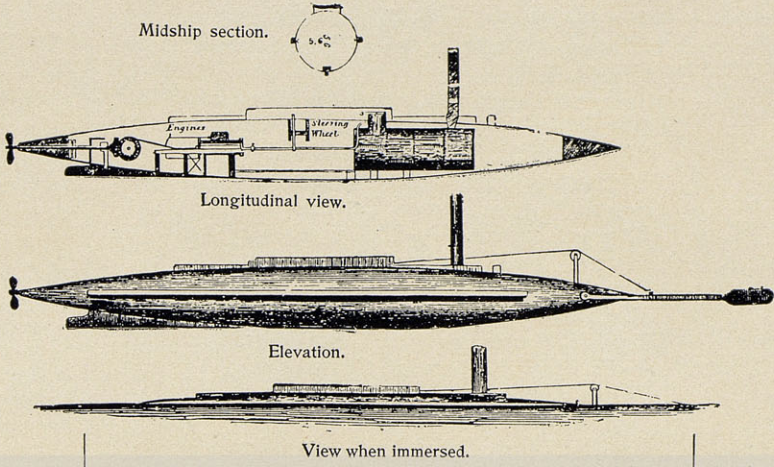
SPAR TORPEDO NO. 2.

This class of torpedo was generally used on all the Confederate gunboats. The braces were intended to support the weight of the torpedo, particularly when lifting out of water.



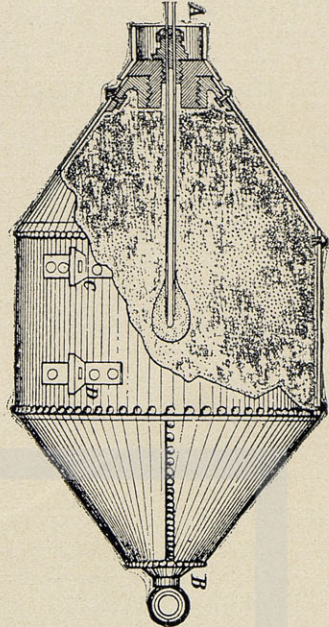
SPAR TORPEDO No. 3.

This class of torpedo was among the first used. It was a soda water copper tank supported by iron straps, and had five chemical or sensitive fuses projecting from the upper half of the hemispherical surface.



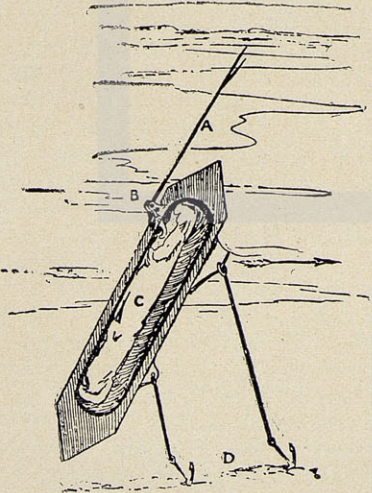
THE CONFEDERATE "DAVID"

Was a double-ended steam torpedo craft composed of wood and iron, twenty to sixty feet long, and about seven feet in diameter at the center. The boiler was forward, the engine aft, and between them was a cuddy-hole for the captain, engineer and whatever crew the boat might carry, and which was entered by a hatchway. The torpedo was carried on a spar that protruded from the bow, and which could be raised or lowered at will by a line passing back into the cuddy-hole. A two-bladed propeller drove the craft along. The torpedo was made of copper, with a mechanical fuse, and carried from fifty to seventy pounds of powder. When ready for action the boat was so well submerged that nothing was visible except her stunt smoke-stack, the hatch-coaming and the stanchion upon which the torpedo-line was brought aft.



THE ELECTRIC TORPEDO

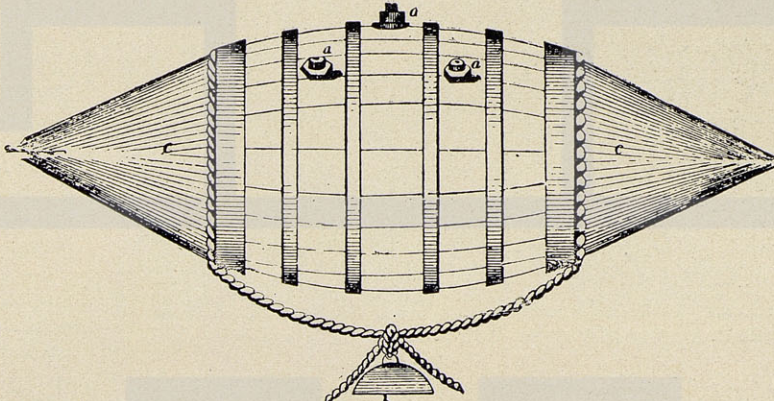
Was made of three-quarter-inch boiler-iron and filled with fine powder. Two wires connected it with the electric battery on shore, the conductor being covered with gutta percha, the submerged ends being additionally protected by a covering of tarred hemp and weighted with chain. The torpedo was anchored to bolts (C and D) and castings were bolted to the ends (A and B), the former to cover and protect the circuit wires.



THE PRONGED TORPEDO

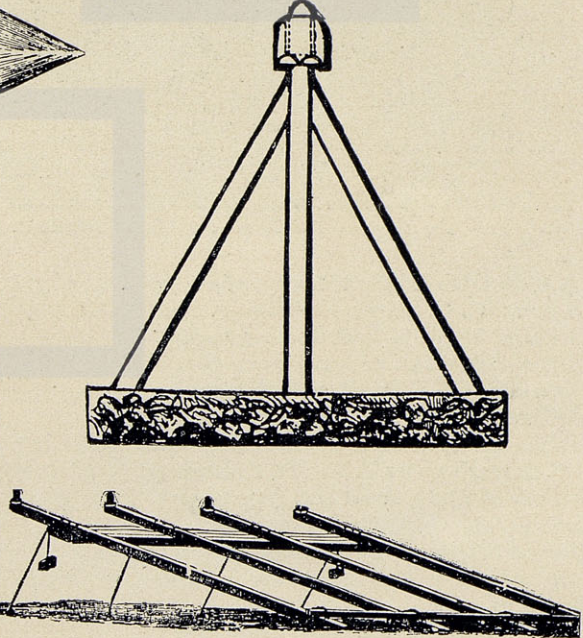
Consisted of a stout sheet iron cylinder, pointed at both ends, about five and a half feet long and one foot diameter. The iron lever was three and a half feet long, and armed with prongs to catch in the bottom of a boat. This lever was constructed to move the iron rod on inside of cylinder, thus acting upon the trigger of the lock to explode the cap and fire the powder. The machine was anchored, presenting the prongs in such a way that boats going down stream should slide over them, but those coming up should catch.

A—Iron rod armed with prongs to fasten upon bottom of boats going up stream and act upon. B—A lever connecting with trigger to explode a cap and ignite powder. C—Canvas bag containing seventy pounds of powder. D—Anchors to hold torpedo in place.



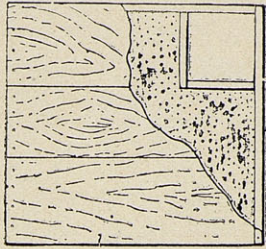
THE KEG TORPEDO

Consisted of a larger beer barrel, calked and pitched, loaded with from forty to one hundred and twenty pounds of powder, capped with friction fuses, and when moored in a channel they proved of excellent defense, causing the loss of more vessels than any other kind used by the Confederates. Six vessels and a steam launch were blown up by them in Mobile Bay and tributaries between March 28th and April 18, 1865, and they also destroyed the Confederate steamers Etowah and Marion, in Charleston Harbor, they having drifted from their moorings.



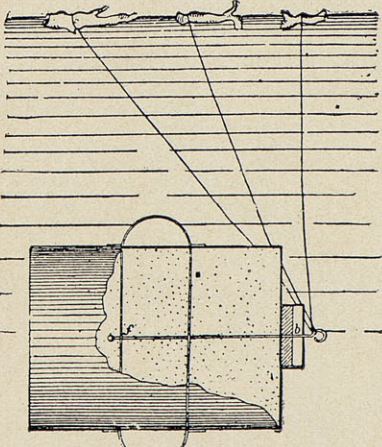
THE FISH TORPEDO

Was a boat made of galvanized iron and shaped like a fish. It was twenty feet long and at the middle three and one-half feet wide by five feet deep, and was propelled by a screw worked from the inside by seven or eight men. It was so contrived that it could be submerged and worked under water for several hours, and to this end was provided with a fin on each side, worked also from the interior. By depressing the points of these fins the boat, when in motion, was made to descend; and by elevating them it was made to rise. This torpedo sunk the United States sloop of war Housatonic, on the night of February 17, 1864, but unhappily, from some unknown cause, the torpedo-boat was also sunk and all with it lost. Whether she was swamped by the water thrown up by the explosion, or was carried down by the sinking Housatonic, will never be known. After the war a diver examining the wreck of the Housatonic found the torpedo-boat lying alongside of its victim.



THE CLOCK-WORK TORPEDO

Consisted of a box containing a quantity of powder, and a clock arrangement set to fire a detonating cap at a given hour. This machine was the one that caused the great explosion at City Point, on the James River, August 9, 1864, destroying several vessels loaded with ordnance stores, and the warehouses on the wharf filled with army supplies, and killing and wounding some fifty men.



THE DRIFT TORPEDO

Was a tin case containing about seventy pounds of powder. A number of wires from the friction fuse led from the powder to small pieces of drift-wood on the surface of the water. It was floated at a proper depth by a line fastened to a floating log, and was turned adrift with the view of fouling the trigger lines by the propellers of the enemy's vessels. In January, 1863, one of these torpedoes was picked up by the United States gunboat Essex in the Mississippi River.

UNITED STATES VESSELS DESTROYED OR INJURED BY CONFEDERATE TORPEDOES.

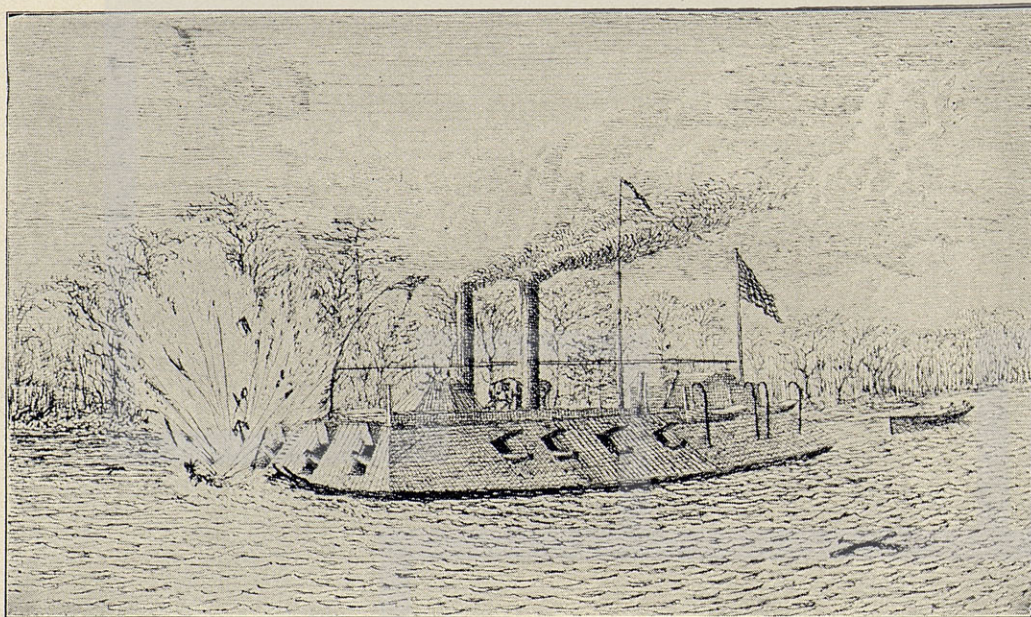
VESSEL.	PLACE.	DATE.	Tonnage.	Injury.
Cairo, ironclad	Yazoo River	December 12, 1862	512	Destroyed.
Montauk, monitor	Ogeechee River	February 28, 1863	844	Serious.
Baron DeKalb, ironclad	Yazoo River	July 22, 1863	512	Destroyed.
Commodore Barney, gunboat	James River	August 8, 1863	513	Disabled.
John Farron, transport	James River	September —, 1863		Serious.
New Ironsides, ironclad	Off Charleston	October 5, 1863		Serious.
Housatonic, sloop of war	Off Charleston	February 17, 1864	1,240	Destroyed.
Maple Leaf, transport	St. Johns River	April 1, 1864	508	Destroyed.
Minnesota, frigate	Newport News	April 9, 1864	3,307	Serious.
General Hunter, transport	St. Johns River	April 15, 1864	350	Destroyed.
Eastport, ironclad	Red River	April 15, 1864	800	Destroyed.
Commodore Jones, gunboat	James River	May 6, 1864	542	Destroyed.
H. A. Weed, transport	St. Johns River	May 9, 1864	290	Destroyed.
Alice Price, transport	St. Johns River	June 19, 1864	320	Destroyed.
Tecumseh, monitor	Mobile Bay	August 5, 1864	1,034	Destroyed.
Several vessels	City Point, James River	August 9, 1864	900	Destroyed.
Greyhound, transport	Mobile Bay	November 27, 1864	101	Sunk.
Narcissus, gunboat	Roanoke River	December 7, 1864	974	Destroyed.
Otsego, gunboat	Roanoke River	December 9, 1864		Destroyed.
Bazely, gunboat	Roanoke River	December 10, 1864		Destroyed.
Launch No. 5	Roanoke River	December 10, 1864		Destroyed.
Patapsco, monitor	Charleston, S. C.	January 15, 1864	844	Destroyed.
Osceola, gunboat	Cape Fear River	February 20, 1864	974	Slight.
Launch, Shawmut	Georgetown, S. C.	March 1, 1864	546	Destroyed.
Harvest Moon	Cape Fear River	March 4, 1864	403	Destroyed.
Thorn, transport	Blakely River	March 12, 1864		Destroyed.
Althea, gunboat	Charleston, S. C.	March 17, 1864		Slight.
Bibb, coast survey steamer	Charleston, S. C.	March 20, 1864	1,155	Slight.
Massachusetts, gunboat	Blakely River	March 28, 1864	970	Destroyed.
Milwaukee, monitor	Blakely River	March 29, 1864	523	Sunk.
Osage, monitor	Blakely River	April 1, 1864	217	Destroyed.
Rudolph, gunboat	Blakely River	April 13, 1864	101	Destroyed.
Ida, tug	Mobile Bay	April 14, 1864	507	Destroyed.
Scioto, gunboat	Blakely River	April 14, 1864		Destroyed.
Cincinnati, tug	Mobile Bay	April 14, 1864		Destroyed.
Itasca, gunboat	Mobile Bay	April 14, 1864		Destroyed.
Rose, gunboat	Alabama River	April —, 1864		Destroyed.
St. Mary's, transport	Mobile Bay	April —, 1864	400	Destroyed.
R. B. Hamilton, transport	Mobile Bay	June 6, 1864		Serious.
Jonquil, gunboat	Ashley River			

LIST OF VESSELS
OF THE
CONFEDERATE STATES NAVY
AND THEIR COMMANDERS.
1861-1865.

This List is Correct as far as can be ascertained from Incomplete Records kept by the Confederate States Navy Department. These Vessels had other Commanders at different periods, but only those names that are found on the Records are given.

Alabama, Raphael Semmes, Commander.
Albemarle, James W. Cooke, Commander.
Arctic, ———, Commander.
Arkansas, Isaac N. Brown, Commander.

Roanoke, M. F. Clarke, Commander.
Resolute, J. Pembroke Jones, Commander; afterward, Wilburn B. Hall.
Savannah, John Kell, Commander; afterward, Wilburn B. Hall.
Selma, Peter U. Murphy, Commander.
Shenandoah, James Iredell Waddell, Commander.
Sumter, Raphael Semmes, Commander.
Stonewall Jackson, ——— Phillips, Commander.
Sampson, Joel S. Kennard, Commander.
Tuscaloosa, Charles H. McBlair, Commander.
Tennessee, James D. Johnston, Commander.
Torpedo, Hunter Davidson, Commander.
Torch, Frank E. Sheppard, Commander.
Teaser, J. W. Alexander, Commander.
Uncle Ben, ———, Commander.
Van Dorn, Isaac Fulkerson, Commander.
Virginia, Robert B. Pegram, Commander.

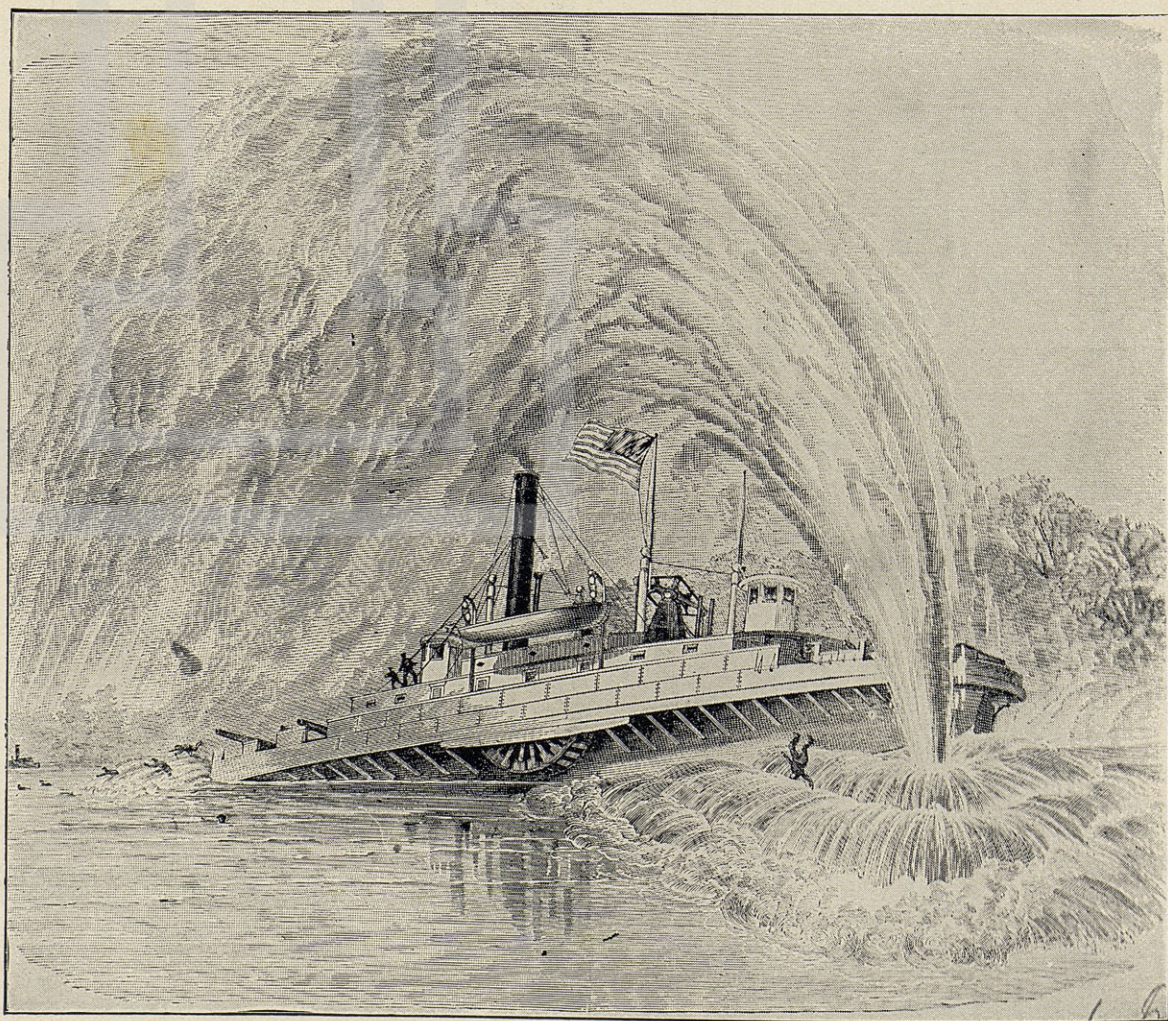


THE UNITED STATES GUNBOAT CAIRO SUNK BY AN ELECTRIC SPAR TORPEDO.

Atlanta, W. H. Webb, Commander.
Baltic, C. C. Simms, Commander.
Bragg, W. H. H. Leonard, Commander.
Beaufort, W. H. Parker, Commander.
Beauregard, J. Henry Hart, Commander.
Chattahoochee, John J. Guthrie, Commander.
Charleston, Isaac N. Brown, Commander.
Chicora, Thomas T. Hunter, Commander.
Drewry, C. H. Fauntleroy, Commander.
Defiance, ——— McCoy, Commander.
Fredericksburg, T. R. Rootes, Commander.
Florida, J. N. Maffitt, Commander; when lost, Charles M. Morris.
Gaines, John W. Bennett, Commander.
Georgia, William L. Maury, Commander.
Governor Moore, Beverly Kennon, Commander.
General Quitman, ——— Grant, Commander.
Georgia (ironclad), William Gwathmey, Commander; afterward, J. P. Jones; afterward, Oscar L. Johnson.
Hampton, John S. Maury, Commander.
Huntsville, Julian Myers, Commander.
Huntress, W. B. Hall, Commander; afterward, William G. Dozier; afterward, Charles M. Morris.
Harriet Lane, Nicholas Barney, Commander.
Isandiga, Joel S. Kennard, Commander.
Indian Chief, J. H. Ingraham, Commander.
Jackson, F. B. Renshaw, Commander.
John Bell, ———, Commander.
Judah, ———, Commander.
Juno, Philip Porcher, Commander.
Jeff Thompson, John Burk, Commander.
Jamestown, Thomas Jefferson Page, Commander.
Little Rebel, J. White Fowler, Commander.
Louisiana, Charles McIntosh, Commander.
Lovell, James C. Dellaney, Commander.
Manassas, A. F. Warley, Commander.
McRea, Thos. B. Huger, Commander.
Missouri, ———, Commander.
Morgan, George W. Harrison, Commander.
Mississippi (never was launched; destroyed by James I. Waddell), Arthur Sinclair, Commander.
Merrimac, Franklin Buchanan, Commander.
Nashville, Robert B. Pegram, Commander.
Neuse, William Sharp, Commander.
Nansemond, ———, Commander.
North Carolina, William S. Muse, Commander.
Price, Thomas Henthorn, Commander.
Palmetto State, John Rutledge, Commander.
Patrick Henry, John R. Tucker, Commander.
Raleigh, John Wilkinson, Commander; afterward, A. Armstrong.
Richmond, W. H. Parker, Commander.
Rappahannock, Charles M. Fauntleroy, Commander.

Water Witch, P. T. Pelot, Commander.
Webb, W. B. Hall, Commander; afterward, C. W. Reed.
Warrior, ——— Stephenson, Commander.
Yadkin, W. A. Kerr, Commander.
Yorktown, Nicholas Barney, Commander.

— WHEN General Mahone was wounded at second Manassas, some one, to comfort Mrs. Mahone, said: "Oh, don't be uneasy; it is only a flesh wound." Mrs. Mahone, through her tears, cried out: "Oh, I know that is impossible; there is not flesh enough on him for that." We don't know whether this is a joke on the general or the private.



EXPLOSION OF A TORPEDO UNDER THE COMMODORE BARNEY, ON THE JAMES RIVER, AUGUST 4, 1863.

OFFICERS
OF THE
CONFEDERATE STATES NAVY,
FROM THE
NAVY REGISTER, JUNE 1, 1864.
THE LAST ONE ISSUED.

ADMIRAL.
Franklin Buchanan.

CAPTAINS.
Samuel Barron, Raphael Semmes, W. W. Hunter, E. Farland, J. K. Mitchell, J. R. Tucker, T. J. Page, R. F. Pinckney, J. W. Cooke.

COMMANDERS.
T. R. Rootes, T. T. Hunter, I. N. Browne, R. B. Pegram, W. L. Maury, J. N. Maffitt, J. N. Barney, W. A. Webb, G. T. Sinclair, G. W. Harrison, J. D. Johnston, John Kell, W. T. Glassell, H. Davidson.

FIRST LIEUTENANTS.
Washington Gwathmey, John Rutledge, Joel S. Kennard, Charles M. Morris, John S. Maury, Charles W. Hays, Charles C. Simms, J. Myers, A. F. Warley, John W. Bennett, J. H. Carter, W. H. Parker, J. Pembroke Jones, Wm. H. Murdaugh, James H. Rochelle, Robert D. Minor, James I. Waddell, Joseph Fry, Charles P. McGary, Robert R. Carter, John B. Hamilton, Oscar F. Johnston, John R. Eggleston, R. T. Chapman, Wm. P. Campbell, B. P. Loyall, Wm. H. Ward, John W. Dunnington, Francis E. Sheppard, Wm. G. Dozier, Wm. L. Bradford, Hamilton H. Dalton, Wm. E. Evans, George E. Shryock, Thomas K. Porter, Joseph W. Alexander, Charles J. Graves, Thos. B. Mills, Wm. C. Whittle, Jr., Wm. A. Kerr, John Grimbail, Wm. K. Hall, Samuel W. Averett, H. B. Claiborne, George A. Borchert, Hilery Cenas, Walter A. Butt, Wm. Winder Pollock, A. D. Wharton, Thomas L. Dornin, Thomas L. Harrison, James L. Hoole, Francis L. Hoge, Edmund G. Reed, Charles W. Read, S. G. Stone, Alphonso Barbot, Robert J. Bowen, W. Gift, Thomas W. W. Davies, Patrick McCarrick, Wm. F. Carter, Wm. H. Wall, W. W. Carnes, John H. Ingraham, Wm. Van Comstock, Richard F. Armstrong, Albert G. Hudgins, Charles K. King, James H. Comstock, James D. Wilson, Julian M. Spencer, Sidney S. Lee, Samuel Barron, Jr., E. Canty Stockton, J. McCaleb Baker, John W. Murdaugh, Mortimer M. Benton, Charles L. Harralson, Sidney H. McAdam, Francis T. Chew, Alexander M. Mason, Thomas L. Moore, Ivey Foreman, Walter O'Crain, Joseph Price, Alexander Grant, Charles E. Yeatman, Charles B. Oliver, Charles W. Hasker, Francis Watlington, John L. Phillips, George H. Arledge, M. T. Clarke, John A. Payne, Henry W. Ray, Wm. E. Hudgins, John F. Ramsay, H. B. Littlepage, Lewis R. Hill, Edward J. Means, Henry Roberts, Richard H. Gale, Richard C. Foute, Francis M. Roby, Henry H.

Marmaduke, John Lowe, Arthur Sinclair, Jr., Wm. W. Roberts, Edgar A. Lambert, Otey Bradford, Joseph M. Gardner, Matthew P. Goodwyn, Americus V. Wiatt, Thos. L. Skinner, Charles Borum, J. V. Johnson, C. L. Stanton.

SECOND LIEUTENANTS.

J. P. Claybrook, R. S. Floyd, W. P. Mason, W. F. Robinson, J. R. Price, D. A. Telfair, Daniel Trigg, I. C. Holcome, W. R. Dalton, A. S. Worth, R. A. Camm, D. M. Scales, J. T. Walker, S. S. Gregory, W. W. Read, R. H. Bacot, E. J. McDermott, R. B. Larmour, T. P. Bell, J. W. Billups.

SURGEONS.

J. W. B. Greenhow, W. D. Harrison, Wm. F. Carington, Charles H. Williamson, Arthur M. Lynch, Daniel B. Conrad, F. L. Galt, W. M. Page, H. W. M. Washington, A. G. Garnett.

PASSED ASSISTANT SURGEONS.

Frederick Garretson, J. W. Sanford, T. J. Charlton, C. E. Lining, M. P. Christian, R. J. Freeman, B. W. Green, J. W. Herty, J. E. Lindsay, O. S. Iglehart.

ASSISTANT SURGEONS.

C. M. Morfitt, T. B. Ford, R. R. Gibbs, E. G. Booth, Thos. Emory, W. M. Turner, John DeBree, Marcellus Ford, W. W. Graves, W. J. Addison, N. C. Edwards, S. S. Herrick, N. M. Read, John Leyburn, R. C. Powell, R. C. Bowles, J. P. Lipscomb, W. C. Jones, W. Sheppardson, C. M. Parker, C. W. Thomas, H. B. Melvin, W. S. Stoakly, W. W. Griggs, J. F. Tipton, G. B. Weston, G. N. Halstead, J. V. Cook, J. O. Grant, Pike Brown, H. G. Land, G. W. Claiborne, J. M. Hicks, J. G. King, D. E. Ewart, Ed. Claire, J. V. Harris, L. R. Dickinson, J. B. Rutherford, G. A. Foote, N. K. Henderson, J. W. Beline, W. L. Warner, Robert Kuykendall, J. G. Thomas, W. E. Bondurant, J. E. Moyler, Fred. Peck, H. S. Paisy, J. E. Duffel, J. G. Bigley, K. Goldborough.

PAYMASTERS.

Felix Senac, James O. Moore, Richard Taylor, James E. Armour.

ASSISTANT PAYMASTERS.

D. F. Forrest, W. B. Micon, L. E. Brooks, J. S. Banks, J. J. McPherson, M. M. Seay, G. H. O'Neal, W. J. Richardson, P. M. DeLeon, Adam Tredwell, Edw. McKean, D. C. Seymour, L. B. Reardon, W. H. Chase, H. E. McDuffie, W. M. Ladd, S. S. Barksdale, S. S. Nicholas, Chas. W. Keim, W. E. Deacon, T. G. Ridgely, J. M. Pearl, L. M. Tucker, C. L. Jones, W. B. Cobb, J. F. Wheliss, M. L. Southron, Marsden Bellamy, B. M. Herriot, N. K. Adams, W. A. Hearne, C. G. Pearson.

MASTERS IN LINE OF PROMOTION.

S. P. Blanc, G. D. Bryan, Wyndam R. Mayo, D. D. Colcock, W. P. Hamilton, J. G. Long, H. L. Vaughan, J. M. Pearson, H. S. Cooke, C. W. Sparks, W. J. Craig.

MASTERS NOT IN LINE OF PROMOTION.

John Pearson, Lewis Parrish, A. Pacetty, Richard Evans, F. M. Harris, John C. Minor, C. W. Johnson, W. B. Whitehead, H. W. Perrin, B. W. Guthrie, Charles A. McEvoy, William D. Porter, James W. McCarrick, Lewis Musgrave, Peter W. Smith, G. Andrews, A. L. Myers, J. Y. Beall, D. W. Nash, Thomas L. Wragg, George M. Peek, Henry Wilkinson, Julian Fairfax, G. A. Peple, Levi G. White, Edward McGuire, John Maxwell, Bennett G. Burley, S. Milliken, Seth Foster, John L. Ahern, John Webb, B. J. Sage, Charles Beck, Lewis N. Huck, G. W. Armistead, B. J. Sherley, George W. Smith,

John A. Curtis, William Collins, C. M. Hite, A. Robinson, C. Linn, John M. Gibbs, Henry Yeatman, C. E. Girardy, W. Frank Shippey, Louis Gonnart, James Cahoon, Charles E. Little, John E. Hogg, Joseph R. DeMahy, H. D. Edinborough, Wm. A. Hines, John C. Braine, W. B. Cox, Lemuel Langley.

MIDSHIPMEN—THIRD CLASS, SENIOR.

P. H. Gibbs, W. N. Shaw, F. C. Morehead, George A. Joiner, Roger Pinckney, C. Cary, R. J. Deas, B. Carter, C. F. Sevier, W. F. Clayton, W. K. Hale, F. M. Berrien, Thomas C. Pinckney, A. O. Wright, H. H. Scott, H. H. Tyson, F. B. Doonin, P. H. McCarrick, F. M. Thomas, F. S. Hunter, W. T. Carroll, D. M. Lee, J. B. Ratcliffe, C. Meyer, James R. Norris, W. D. Goode, L. M. Rootes, R. J. Crawford, L. D. Hamner, Thomas Wherritt, E. M. Jones, D. B. Talbott, R. E. Pinckney, H. J. Ellett, Raphael Semmes, Jr., A. M. Harrison, O. S. Manson, E. B. Prescott.

MIDSHIPMEN—THIRD CLASS, JUNIOR.

D. A. Dixon, John T. Lomax, John A. Lee, George B. Cloud, John H. Inglis, H. T. Minor, W. S. Hogue, J. D.

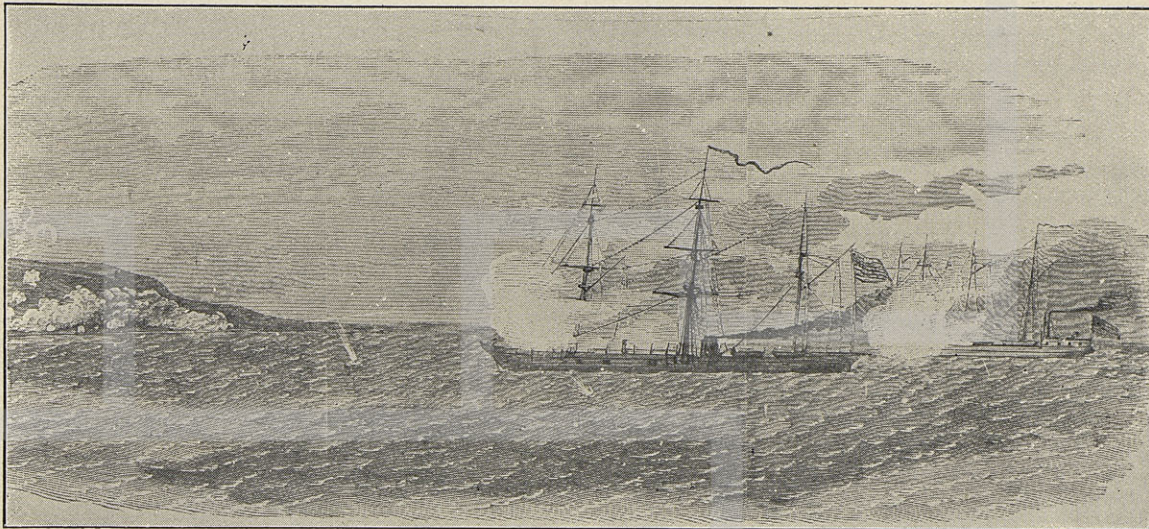
Jordan, J. H. Loper, W. T. Morrell, G. W. Tennant, Benj. Herring, J. T. Tucker, W. Ahern, J. R. Jordan, J. J. Darcy, W. Youngblood, C. W. Jordan, E. A. Jack, W. P. Brooks.

SECOND ASSISTANT ENGINEERS.

E. G. Hall, Isaac Bowman, J. F. Green, Junius Hanks, J. M. Freeman, Jr., C. H. Collier, N. O'Brien, W. M. Fauntleroy, Leslie King, J. L. Foster, R. J. Kilpatrick, W. B. Brockett, J. C. Johnson, D. H. Pritchard, J. C. O'Connell, E. H. Brown, J. H. Dent, John Langdon, L. A. McCarthy, J. S. West, J. J. Lyell, John Hayes, Jos. Cardy, G. W. Caldwell, Richard Finn, E. L. Dick, J. H. Baily.

THIRD ASSISTANT ENGINEERS.

J. T. Doland, R. J. Caswell, W. F. Harding, J. H. Parker, F. G. Miller, S. B. Jordan, J. K. Langhorne, J. W. Tomlinson, H. H. Roberts, E. F. Gill, R. J. Hackley, J. B. Brown, G. A. Bowe, A. De Blanc, C. C. Leavett, C. S. Peek, A. J. Schwarzman, M. P. Young, M. A. Newberry, B. F. Drago, Oscar Benson, J. C. Phillips, W. A.



ACQUIA CREEK BATTERIES RESISTING AN ATTACK BY THE U. S. STEAMERS PAWNEE, ANACOSTA AND FREEBORN

Howell, John Johnson, Lewis Levy, J. G. Minnegerode, A. S. Doak, G. A. Wilkins, John D. Trimble, J. DeB. Northrop, Richard Slaughter, Eugene Phillips, H. J. Warren, John T. Scharf, W. A. Lee, A. T. Hunt, Preston B. Moore.

MIDSHIPMEN—FOURTH CLASS.

Wm. M. Snead, W. J. Claiborne, W. S. Davidson, W. D. Haldman, J. C. Wright, M. J. McRae, W. H. Payne, B. S. Johnson, F. S. Kennett, F. L. Place, C. R. Breckenridge, C. G. Dandridge, T. D. Stone.

MIDSHIPMEN.

R. S. Floyd, R. J. Moses, W. W. Wilkinson, O. A. Brown, John T. Mason, Wm. B. Sinclair, James W. Pegram, J. H. Hamilton, J. H. Dyke, V. Newton, G. D. Bryan, G. T. Sinclair, W. H. Sinclair, I. D. Bulloch, Eugene Maffitt, E. M. Anderson, J. A. Wilson, J. M. Morgan.

CHIEF ENGINEERS.

Michael Quinn, Charles Schroeder, Henry X. Wright, James H. Toombs.

FIRST ASSISTANT ENGINEERS.

G. W. City, C. H. Levy, Loudon Campbell, G. D. Lining, W. J. Freeman, H. B. Willy, Hugh Clark, M. P.

Luddington, Wm. Rogers, W. R. Doury, Peter Faithful, Donald McDonald, W. B. Patterson, E. P. Weaver, M. J. Cohen, J. T. Reams, R. S. Herring, J. W. McGrath, H. B. Goodrich, G. Wainwright, J. J. Kerrish, John Applegate, J. N. Ramsey, J. B. Weaver, R. E. Edwards, J. J. McGrath, Wm. C. Purse, T. O. McClosky, C. B. Thompson, R. J. O'Neal, J. F. Robinett, Achilles Lombard, J. P. Miller, W. C. Tilton, A. P. Wright, C. W. Ridle, W. H. Handy, G. H. Wellington, J. L. McDonald, S. K. Mooers, R. J. Smith, J. J. Lacklison, B. H. Bates, E. J. Dennigan, J. E. Viernelson, E. T. Homan, Holmes Ahern, Henry Discher, James Carlon, J. H. Haly.

BOATSWAINS.

Lester Seymour, Thos. Ganley, A. J. Wilson, Andrew Blakie, J. C. Cronin, John Kavanaugh, Jas. Smith, W. J. Smith, H. J. Wilson, J. J. Ingraham, John McCredie, Robt. McCalla, Peter Taff, John Cassidy, John Brown.

GUNNERS.

John Owens, John A. Lovett, Wm. Cuddy, J. G. McCluskey, Z. A. Offutt, Wm. H. Haynes, T. B. Travers, W. A. Flemming, G. M. Thompson, E. R. Johnson, S. P. Schisano, E. G. Williams, B. F. Hughes, Wm. Shelly, T. Baker, W. F. Brittingham, C. Gormly, B. A. Barrow, W. J. Ballentyne, John Raabe, J. I. Mayberry, John Waters, Hugh McDonald, C. E. Porter, H. L. Smith, R. J. Webb, Ira W. Porter.

CARPENTERS.

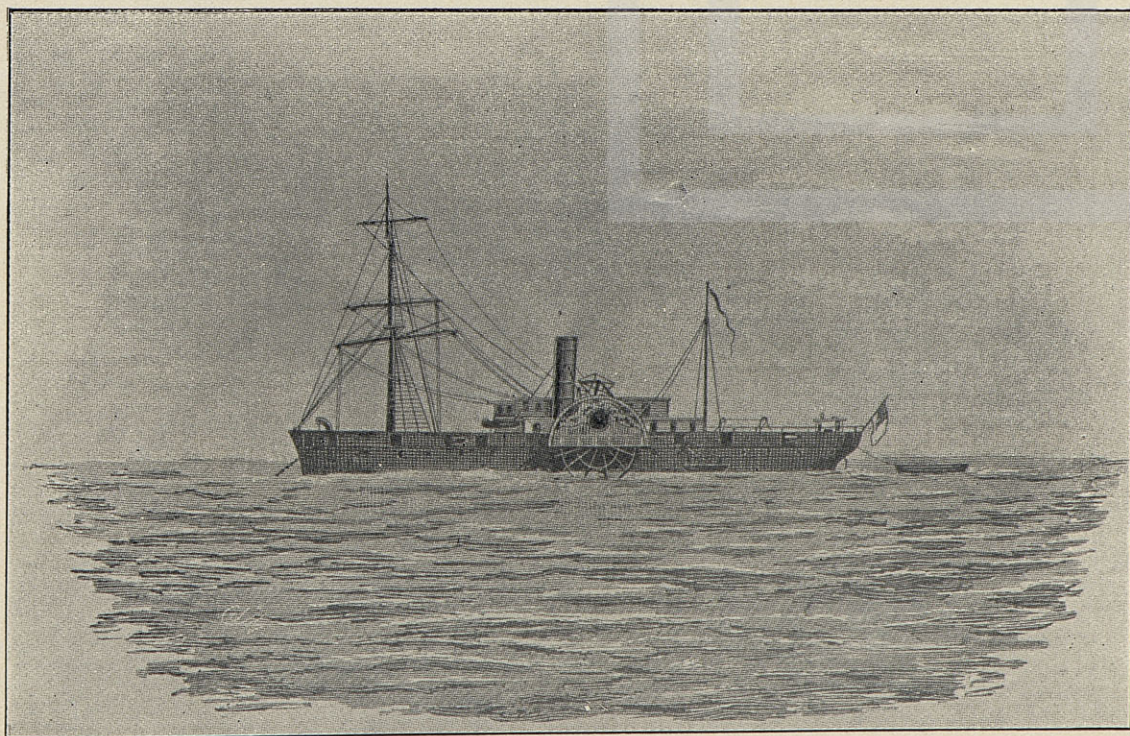
R. M. Baine, J. T. Rustic, J. M. Burroughs, G. D. Fentress, Wm. R. Jarvis, R. J. Meads.

SAIL-MAKERS.

William Bennett, E. A. Mahoney, S. V. Turner, M. P. Beaufort, George Newton.

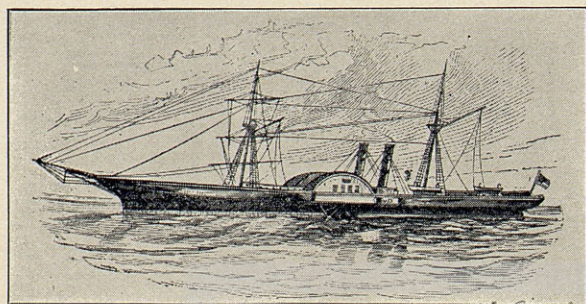
ACTING MASTERS' MATES.

J. L. Ahern, Wm. McBlair, J. T. Mayberry, J. A. Riley, T. T. Hunter, Jr., J. C. Young, W. G. Porter, T. B. Boville, T. L. Wragg, G. Waterman, W. W. Skinner, J. Y. Benson, J. T. Layton, T. J. Hudgins, W. Smith, R. Benthall, A. E. Alberton, T. E. Gibbs, S. S. Foster, C. Russell, T. M. Hazlehurst, B. M. Fogartie, J. C. Turner, C. B. Bohannon, G. Atchison, S. A. Brockenton, J. A. Rosier, E. M. Skinner, H. C. Barr, E. C. Parsons, J. A. Paschall, R. Battle, E. P. Winder, J. H. Turner, J. H. Hart, W. H. Fitzgerald, F. B. Green, C. N. Golder, L. S. Seymour, W. M. Snead, W. D. Oliveira, W. N. Brown, Edward W. Jordan, O. L. Jenkins, C. Hunter, C. M. Selden, C. E. Bragden, P. M. Baker, W. B. Littlepage, S. L. Simpson, L. L. Foster, R. N. Spraggins, E. T. Haynie, J. J. Bronson, E. C. Skinner, W. S. Forrest, W. R. Howle, C. R. McBlair, A. Campbell, E. W. C. Mayhin, A. G. Hall, J. R. Murray, W. R. Rowe, H. Gilliland, J.



STEAMER PATRICK HENRY, CONFEDERATE NAVAL SCHOOL SHIP.

R. Chisman, C. Neil, W. A. Lamkin, R. M. Carter, A. McMillan, J. C. Graves, J. E. Ferral, R. Freeman, P. Power, A. G. Corran, J. C. Hill, W. E. Lester, T. S. Gray, M. J. Beebe, L. Pitts, J. J. Whitehead, W. A. Marschalk, R. Webb, T. Mason, G. C. Lyon, J. M. Hazlehurst, C. F. Curtis, A. W. Johnson, F. Marschalk, C. J. Yonge, P. G. Webb, H. Hermier, L. Bowdoin, E. Smith, W. A. Collier, C. Frazee, C. K. Floyd.



CONFEDERATE STATES BLOCKADE RUNNER ROBERT E. LEE.

The following names of regular officers in the Navy Register of January 1, 1864, are not among those of the Provisional Navy in the Register of June 1, 1864:

CAPTAINS.

Lawrence Rosseau, French Forrest, Josiah Tatnall, V. M. Randolph, Geo. N. Hollins, D. N. Ingraham, Wm. F. Lynch, Isaac S. Sterrett, S. S. Lee, Wm. C. Whittle.

NAVAL CONSTRUCTORS.

John L. Porter, chief; and J. Pearce, W. A. Graves, acting constructors.

MARINE CORPS.

The Confederate States Navy Register for January, 1864, gives the following roster of the Marine Corps:

COLONEL COMMANDANT.

L. J. Beall.

LIEUTENANT-COLONEL.

H. B. Tyler.

MAJOR.

G. H. Terrette.

PAYMASTER WITH RANK OF MAJOR.

R. T. Allison.

ADJUTANT WITH RANK OF MAJOR.

Israel Greene.

QUARTERMASTER WITH RANK OF MAJOR.

A. S. Taylor.

CAPTAINS.

J. D. Simms, J. R. F. Tatnall, A. J. Hayes, G. Holmes, R. T. Thom, A. C. Van Benthuyzen, J. E. Meiere and T. S. Wilson.

FIRST LIEUTENANTS.

C. L. Sayre, B. K. Howell, R. H. Henderson, D. G. Raney, J. R. Y. Fendall, T. P. Gwynn, J. Thurston, F. H. Cameron, F. MacRee.

SECOND LIEUTENANTS.

D. Bradford, N. E. Venable, H. L. Graves, H. M. Doak, Albert S. Berry, E. F. Neuville, D. G. Brent, J. C. Murdoch, S. M. Roberts, John L. Rapier.

charged to respect these letters, and give all the said persons protection and safe-conduct; and any infraction by any of you of this safeguard will be visited by us with all the penalties due to those who violate the public faith and dishonor the Confederacy.

In testimony whereof, Albert Pike, Commissioner of the Confederate States to all the Indian nations and tribes west of those States, doth hereunto set his hand and affix the seal of his arms.

Done and granted at the agency of the Confederate States for the Comanches, Wichitas, and other bands of Indians near the False Wichita River, in the leased country aforesaid, this twelfth day of August, in the year of our Lord one thousand eight hundred and sixty-one.

ALBERT PIKE,

Commissioner of the Confederate States to the Indian nations and tribes west of Arkansas.

The following is a copy of John Ross' letter.

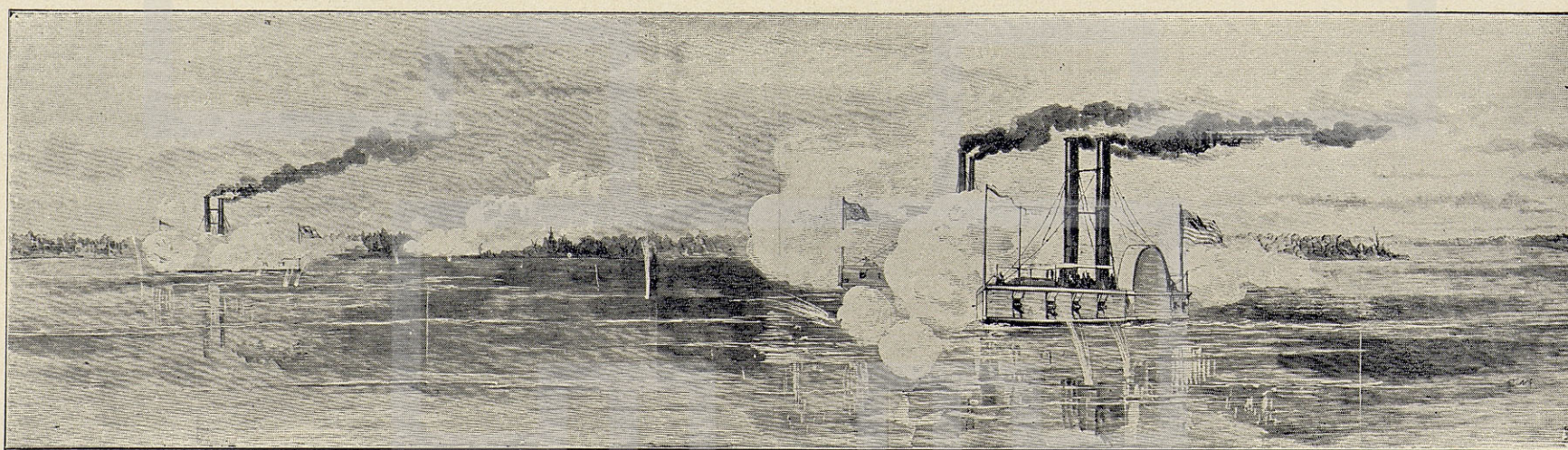
EXECUTIVE DEPARTMENT, PARK HILL,

CHEROKEE NATION, August 24, 1861.

To Major Clark, Assistant Quartermaster, C. S. A.:

SIR: I herewith forward to your care dispatches for General McCulloch, Confederate States Army, which I have the honor to request you will cause to be forwarded to him by the earliest express.

At a mass meeting of about four thousand Cherokees at Tahlegue, on the 21st instant, the Cherokees, with marked unanimity, declared their adherence to the Confederate States, and have given their authorities power to



ENGAGEMENT ON THE MISSISSIPPI RIVER AT LUCAS BEND, BETWEEN THE CONFEDERATE GUNBOAT YANKEE AND THE UNITED STATES GUNBOATS LEXINGTON AND CONESTOGA.

COMMANDERS.

Robert D. Thorburn, Robt. G. Robb, Murray Mason, C. H. McBlair, A. B. Fairfax, Richard L. Page, Fred'k Chatard, Arthur Sinclair, C. H. Kennedy, Thos. W. Brent, Matthew F. Maury, Geo. Minor, H. J. Hartstene, J. L. Henderson, W. T. Muse, C. F. M. Spotswood, C. Ap R. Jones, J. Taylor Wood.

COMMANDERS FOR THE WAR.

Jas. D. Bulloch, James H. North, John M. Brooke.

FIRST LIEUTENANTS.

F. B. Renshaw, C. B. Poindexter, H. H. Lewis, P. W. Murphy, John J. Guthrie, Van R. Morgan, Edward L. Winder, John H. Parker, John Wilkinson, C. M. Fauntleroy, A. McLaughlin, A. M. De Bree, N. H. Van Zant, D. P. McCorkle, Wm. Sharp, Jos. D. Blake, Thos. P. Pelot, Philip Porcher.

LIEUTENANTS FOR THE WAR.

Joshua Humphreys, S. W. Corbin, Jas. L. Johnson, Thos. W. Benthall, John G. Blackwood, Wm. H. Odenheimer, Edward E. Stiles.

SURGEONS.

Jas. Cornick, Wm. F. Patton, W. A. W. Spotswood, Lewis W. Minor, W. F. McClenahan, John T. Mason, William B. Sinclair, Richard Jeffery, Jas. F. Harrison, D. D. Phillips, Chas. F. Fahs, Wm. E. Wysham.

PAYMASTERS.

John De Bree, Thos. R. Ware, Jas. A. Semple, John Johnston, W. W. J. Kelly, Jas. K. Harwood, Geo. H. Ritchie, Henry Myers, John W. Nixon.

MASTERS IN LINE OF PROMOTION.

Richard H. Bacot.

MASTERS NOT IN LINE OF PROMOTION.

Wm. H. Carlon.

PASSED MIDSHIPMAN.

A. P. Beirne.

ENGINEER-IN-CHIEF.

Wm. P. Williamson.

CHIEF ENGINEERS.

Jas. H. Warner, Thos. A. Jackson, Virginius Freeman, E. W. Manning, H. A. Ramsey, Wm. Frick, J. W. Tynan.

FIRST ASSISTANT ENGINEERS.

W. S. Thompson, W. P. Riddle.

LETTERS OF SAFEGUARD.

THE Confederate States of America to all their officers, civil and military, and to all other persons to whom these presents shall come:

The bearer of this is Bis-te-va-na, the principal chief of the Ya-pa-rih-ca band of the Ne-um, or Comanches of the Prairie, and those who accompany him are the head men of that band, all of whom have this day concluded and signed, in behalf of the whole Ya-pa-rih-ca band, articles of a convention of peace and friendship between that band and other bands of the Ne-um with us, and have thereby agreed to settle and live upon reserves in the country between the Red River and the Canadian, leased by us from the Choc-taws and Chickasaws; and the said chief has also agreed to visit the other bands of the Ne-um, not parties to the same convention, and now on the Staked Plain, or elsewhere, and persuade them also to settle upon reserves in the same country.

We have accordingly taken the said chief and the said head men, and all other persons of both sexes and all ages, of the said Ya-pa-rih-ca band, from this day forward under our protection, until they shall for just cause forfeit the same, and that forfeiture be declared by us; and we have, therefore, granted, and do grant to them and to each of them, these our letters of safeguard for their protection, and to avail each and all of them as far as our authority and jurisdiction extends.

You are therefore hereby

negotiate an alliance with them. In view of this action, a regiment of mounted men will be immediately raised and placed under the command of Colonel John Drew, to meet any exigency that may arise.

Having espoused the cause of the Confederate States, we hope to render efficient service in the protracted war which now threatens the country, and to be treated with a liberality and confidence becoming the Confederate States.

I have the honor to be sir, very respectfully, your humble servant,

JOHN ROSS,

Principal Chief of the Cherokee Nation.



FORT POWHATTAN, THE RIGHT OF THE FEDERAL LINES, AND CONFEDERATE VESSELS ON THE JAMES RIVER.

[From a sketch made in January, 1865.]

MONUMENTS ERECTED TO THE CONFEDERATE DEAD.



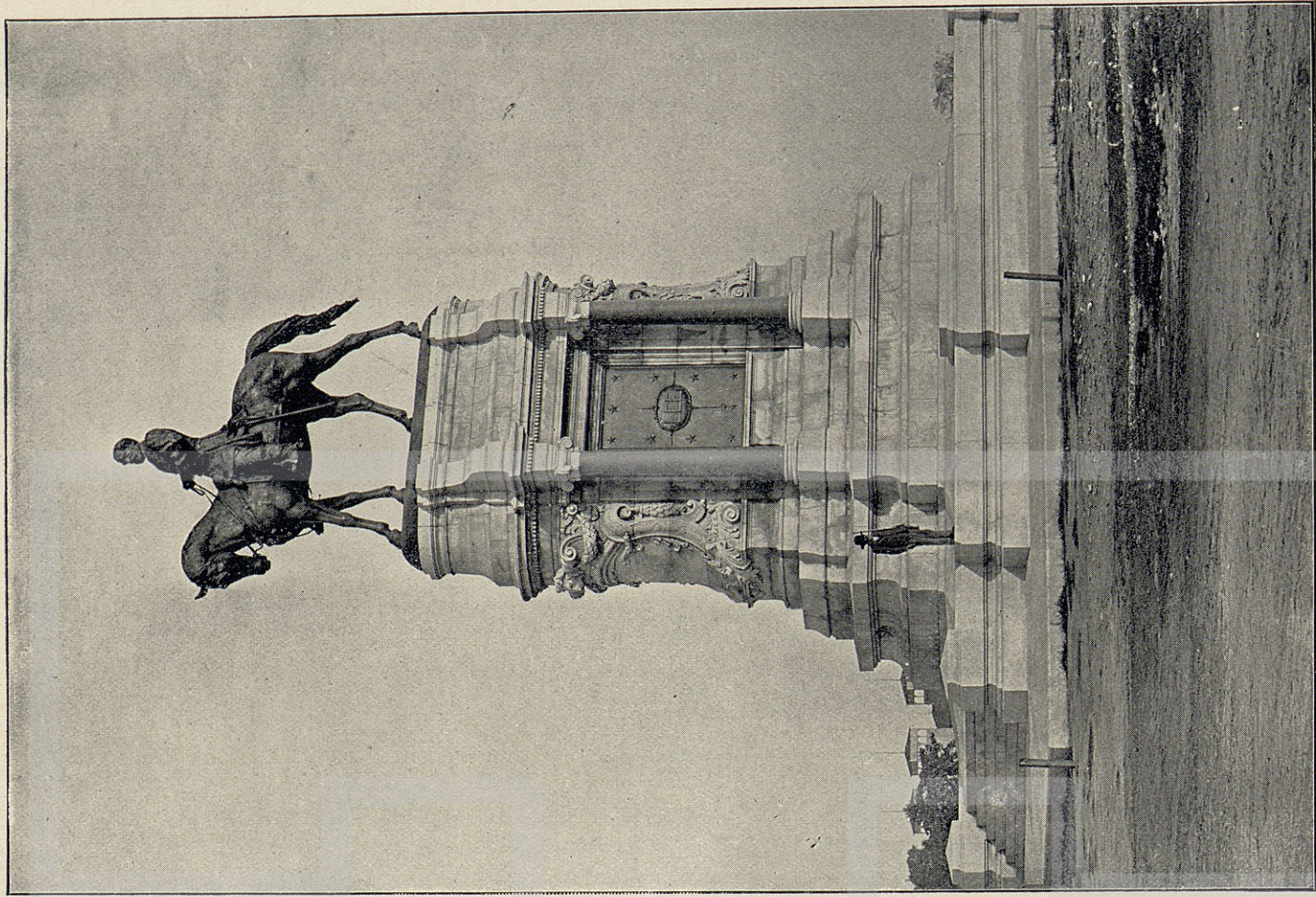
RICHMOND HOWITZER'S MONUMENT, RICHMOND, VA.



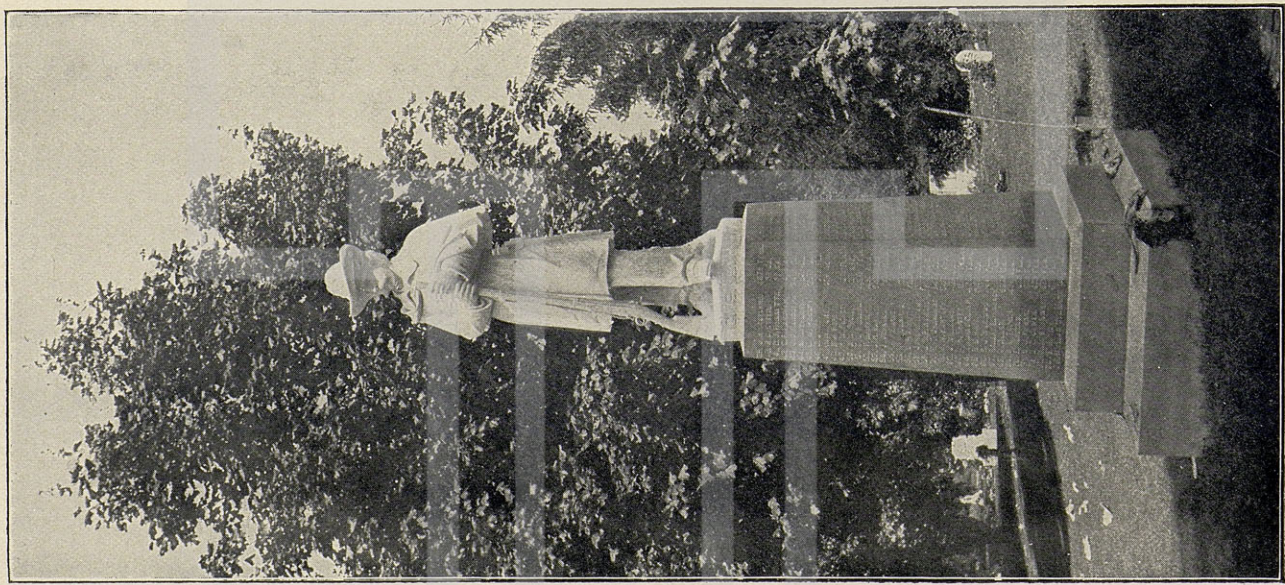
"LION OF LUCERNE." ATLANTA, GA.



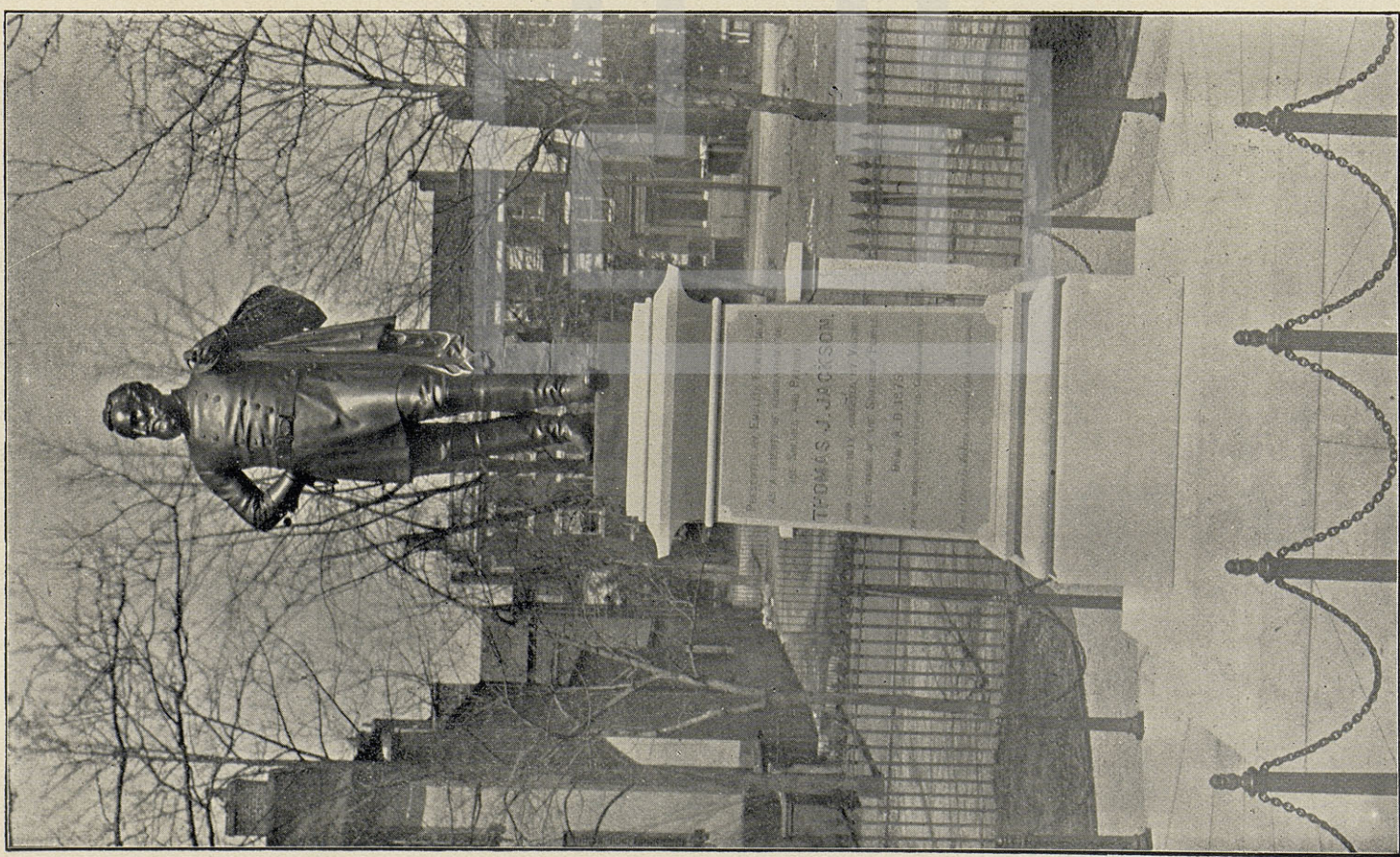
MONUMENT AT CHARLESTON, S. C.



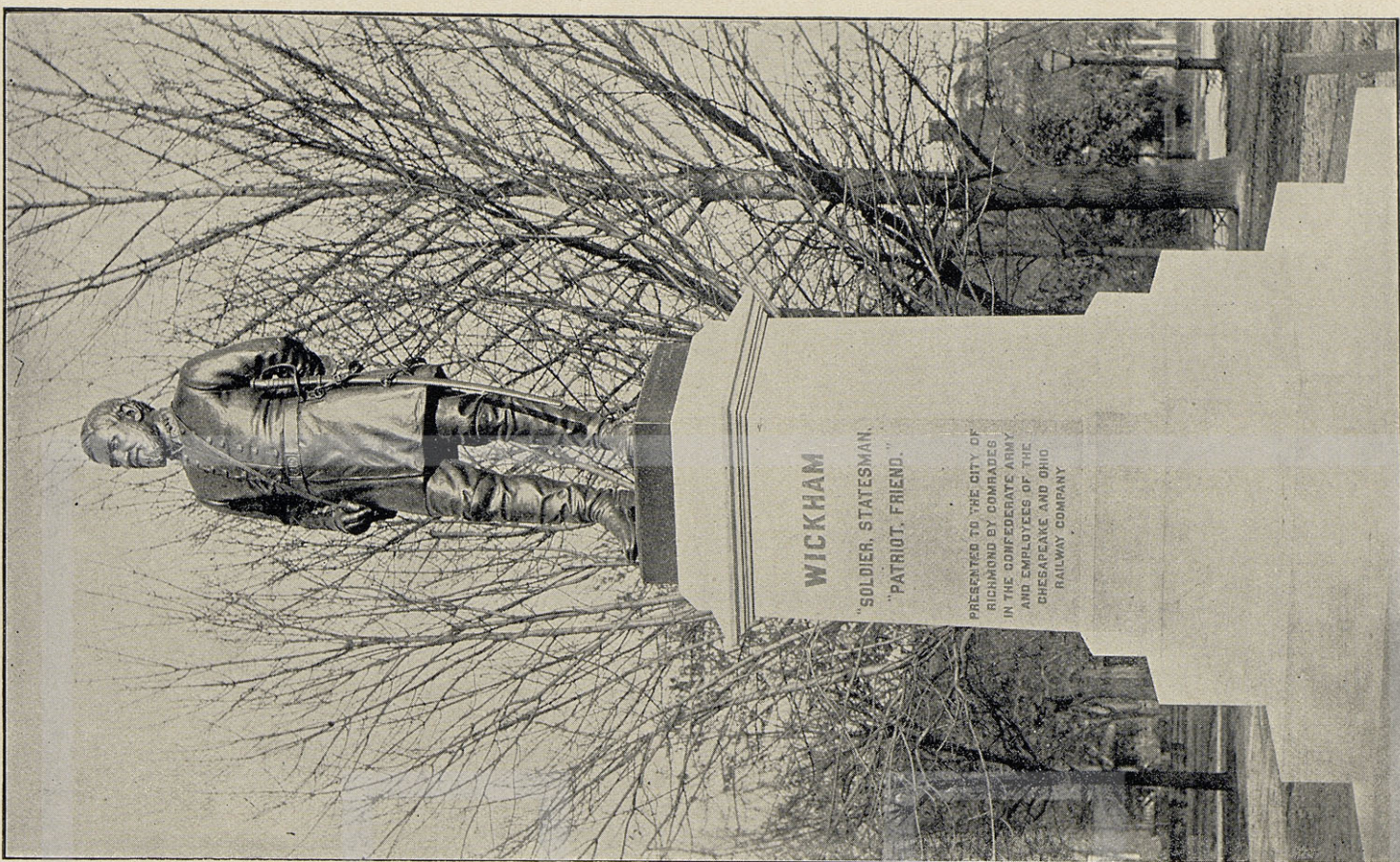
LEE MONUMENT, RICHMOND, VA.



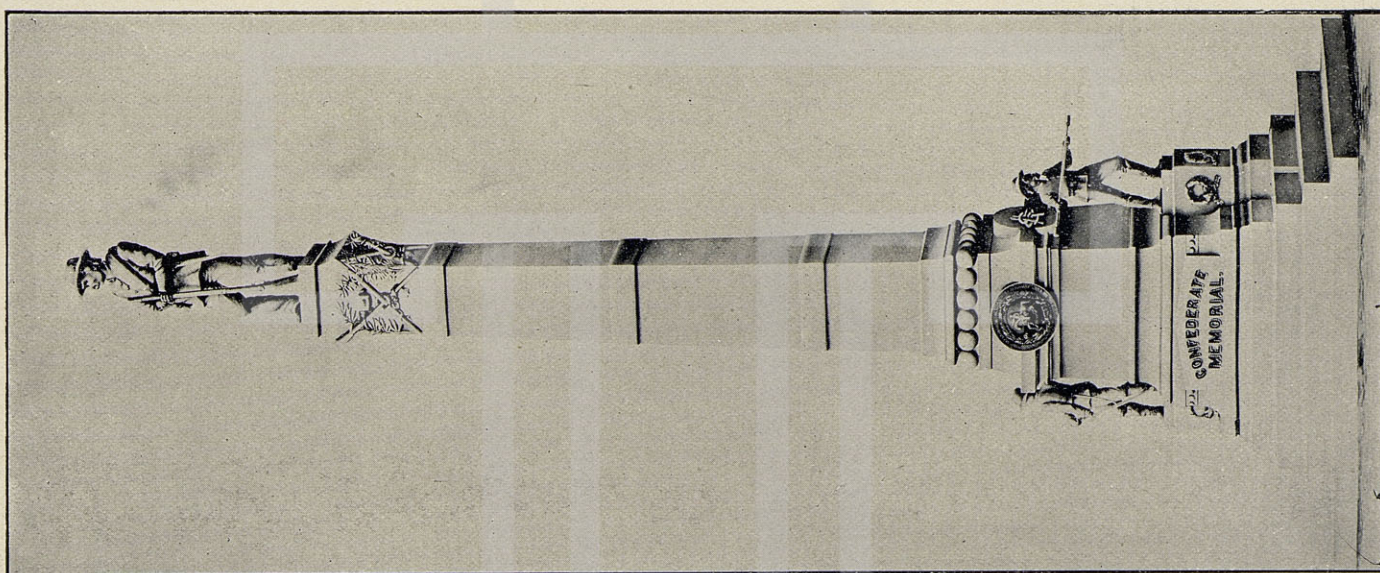
SOLDIERS' MONUMENT, LEXINGTON, KY.



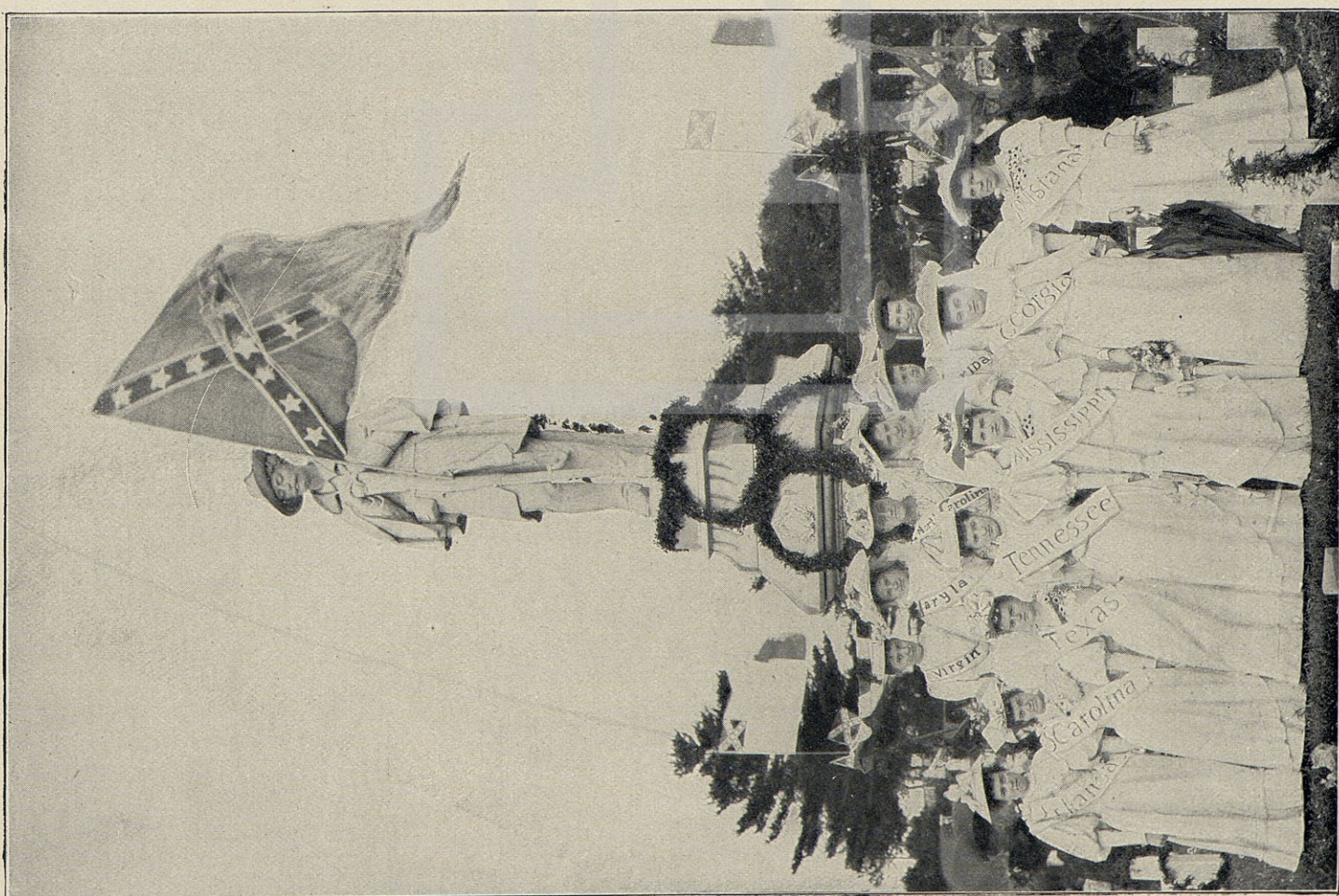
JACKSON MONUMENT, RICHMOND, VA.



THE WICKHAM MONUMENT, RICHMOND, VA.



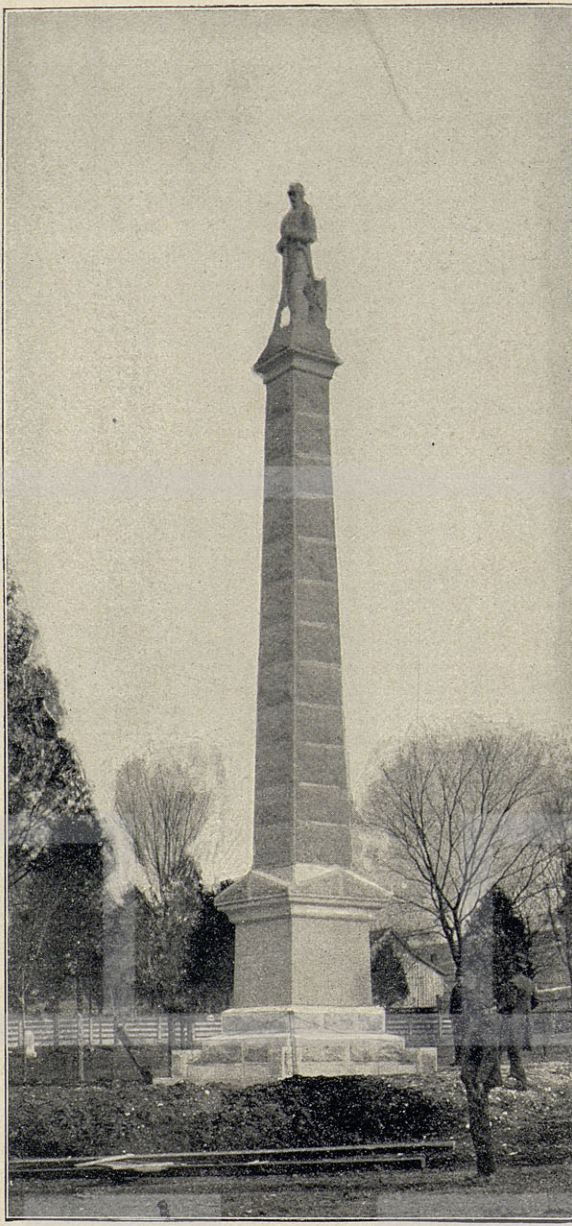
MONUMENT AT LOUISVILLE, KY.



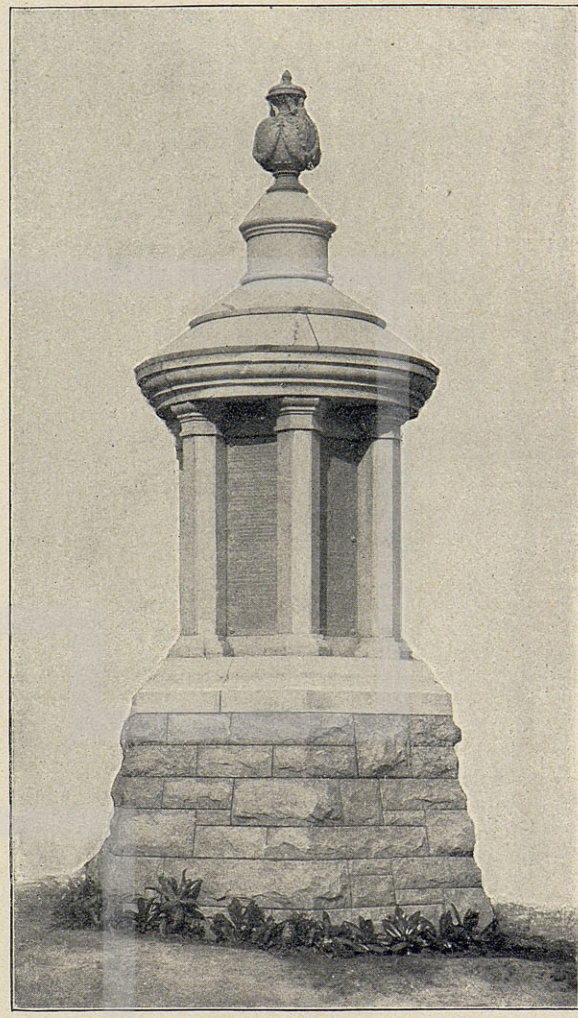
MONUMENT AT COLUMBIA, TENN.



THE STUART MONUMENT, RICHMOND, VA.



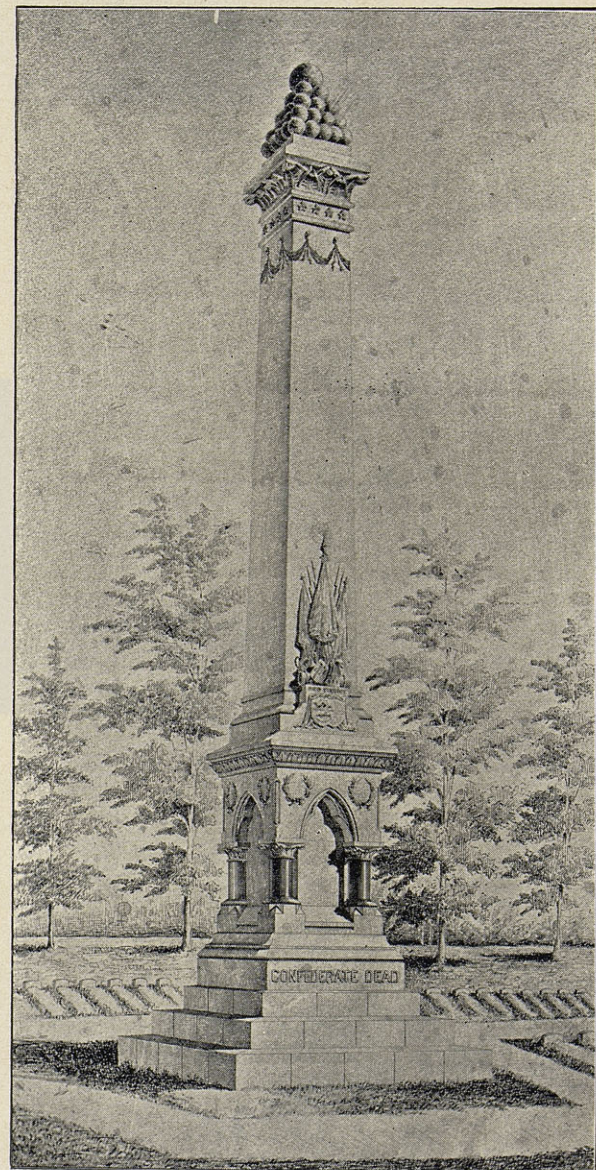
MONUMENT AT KNOXVILLE, TENN.



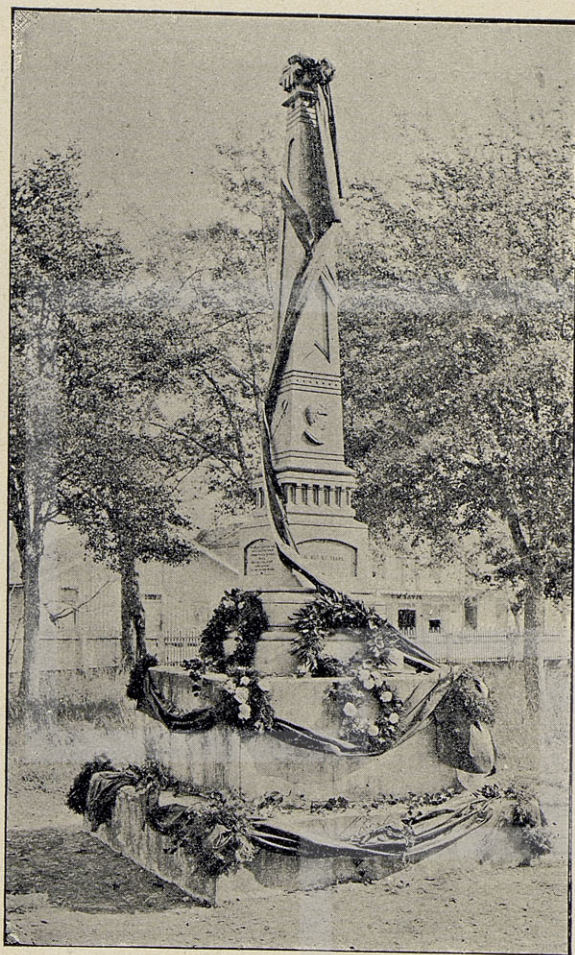
THE PICKETT MONUMENT, RICHMOND, VA.



MONUMENT AT FREDERICKSBURG, VA.



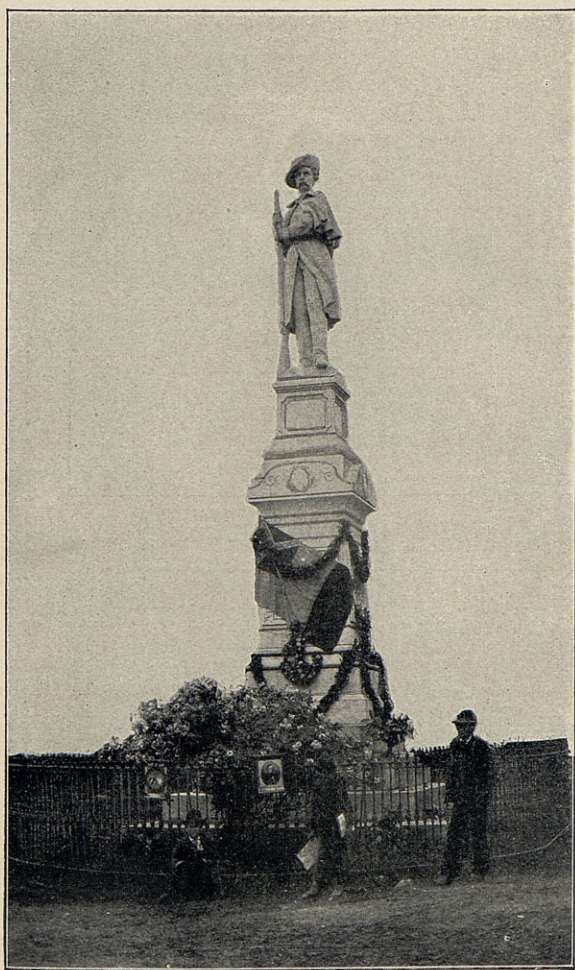
MONUMENT AT MEMPHIS, TENN.



MONUMENT AT MARIANNA, FLA.



MONUMENT AT MONTGOMERY, ALA.



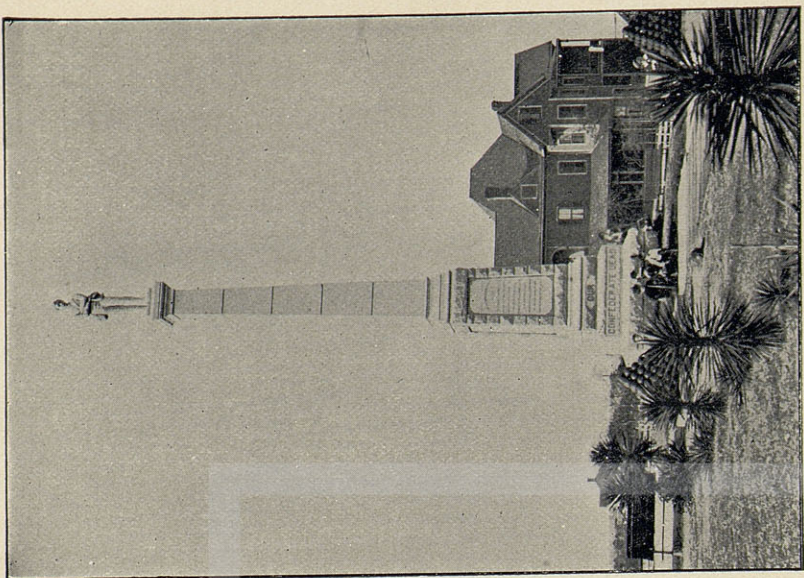
MONUMENT AT MACON, GA.



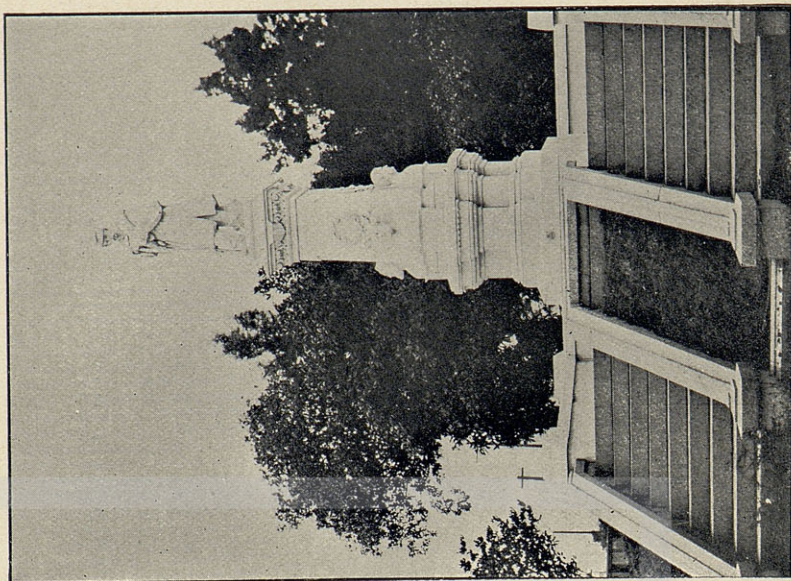
MONUMENT AT RICHMOND, VA.



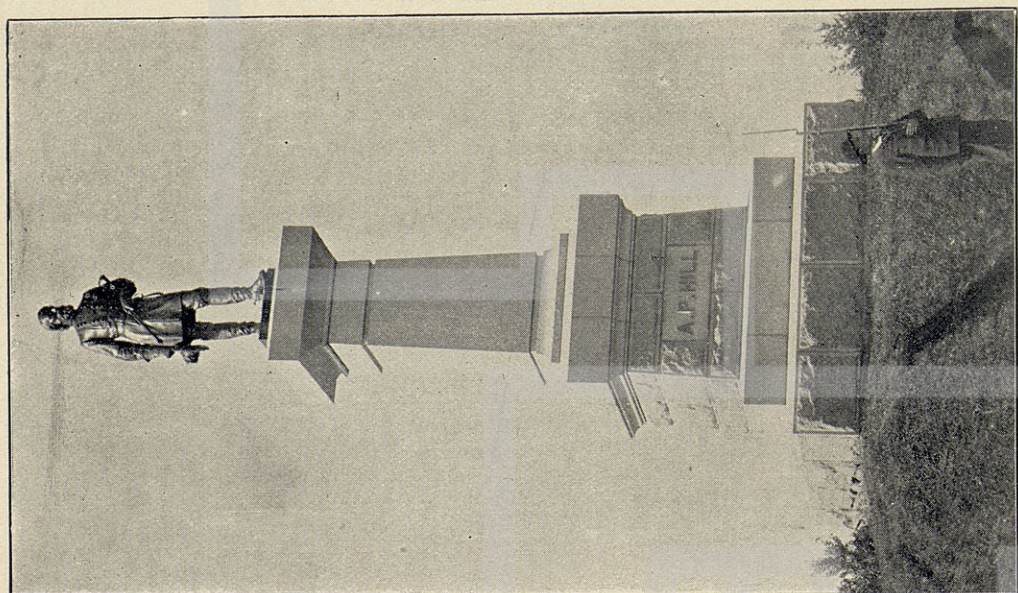
MONUMENT AT ATLANTA, GA.



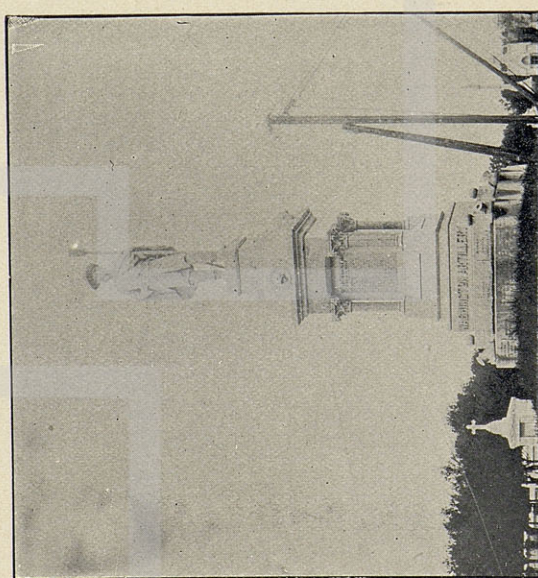
MONUMENT AT PENSACOLA, FLA.



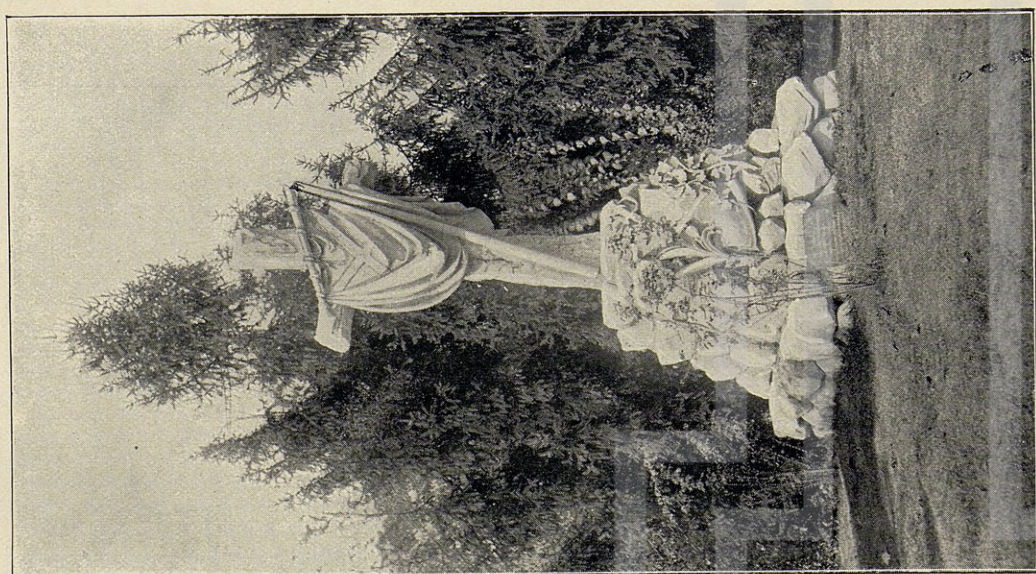
MONUMENT AT NEW ORLEANS, LA.



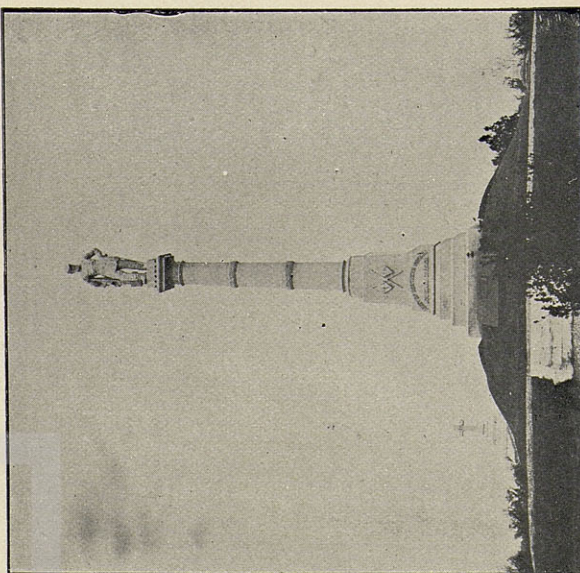
THE A. P. HILL MONUMENT, RICHMOND, VA.



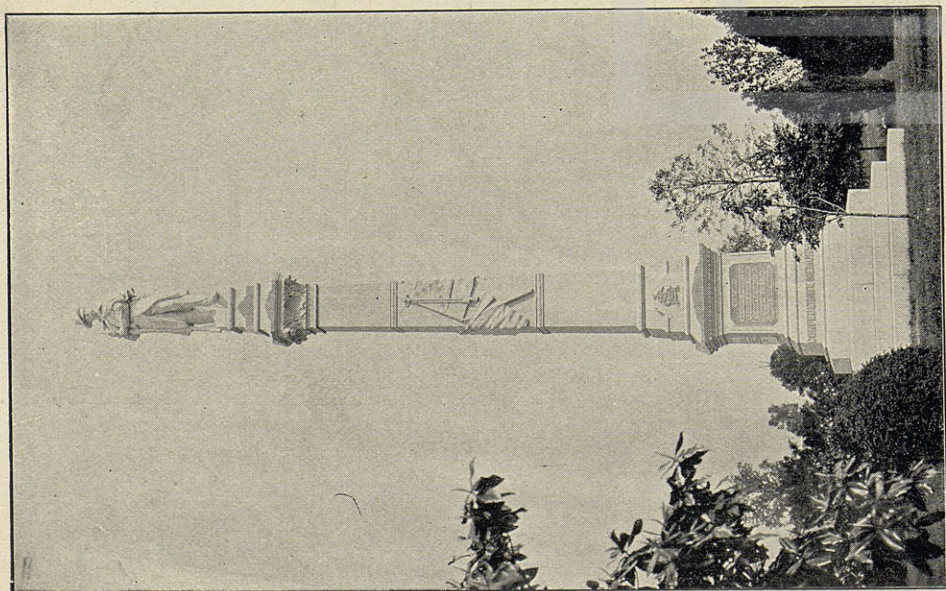
WASHINGTON ARTILLERY MONUMENT,
NEW ORLEANS, LA.



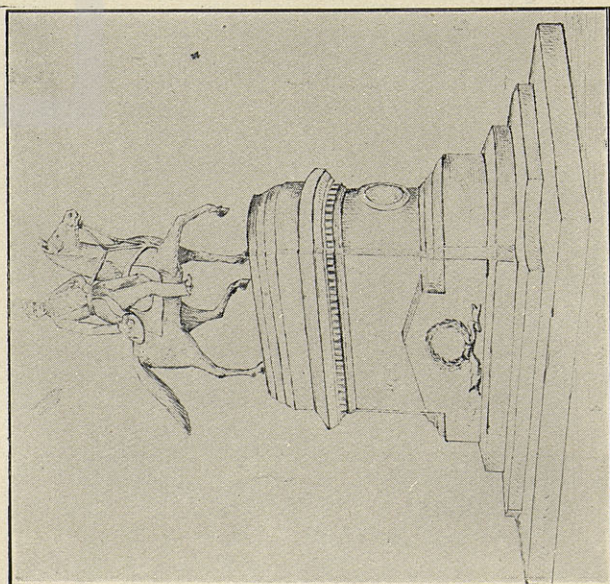
MONUMENT AT LEXINGTON, KY.



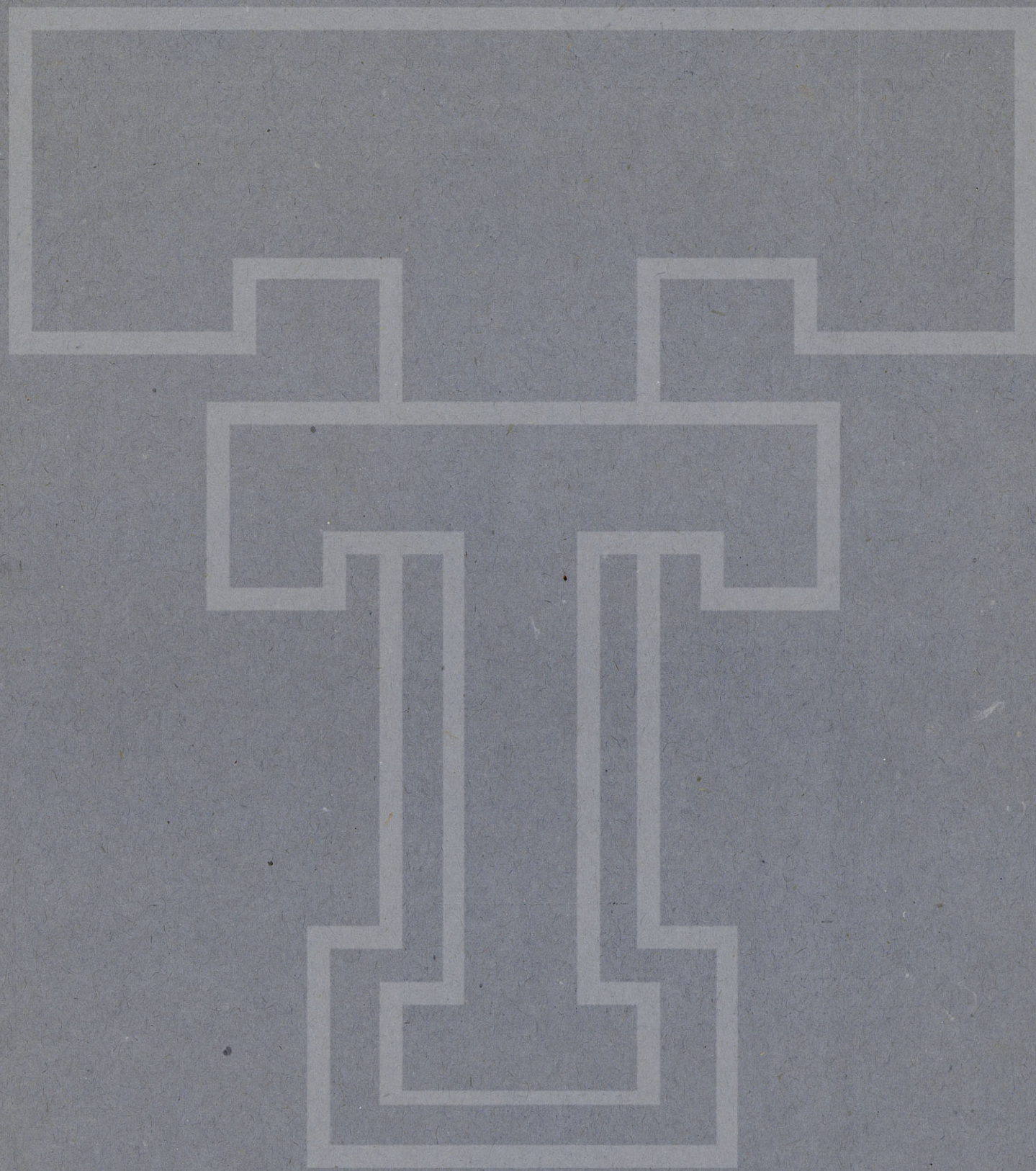
ARMY OF NORTHERN VIRGINIA MONUMENT,
NEW ORLEANS, LA.



MEMORIAL MONUMENT AT NASHVILLE, TENN.



THE FORREST MONUMENT, MEMPHIS, TENN.
TO BE ERECTED.
[From a pen and ink design.]



PROSPECTUS.

The Confederate Soldier in the Civil War.

The publication of "The Soldier in Our Civil War," "Harper's Pictorial History of the Civil War," and the "Pictorial Battles of the War," the three greatest and most stupendous "Pictorial Histories" ever published in this or any other country, renders necessary a companion volume giving the Confederate side of the late Civil War.

To fully appreciate the magnitude of the war and to completely understand the triumph won by the army and navy of the United States, it is necessary to read the history of both sides in the conflict. The story of the Confederate States upon the land and water possesses the same thrilling interest, offers as many acts of heroism and equally illustrates American manhood, valor and endurance.

THE ENGRAVINGS

That will illustrate the "Confederate Soldier in the Civil War" will number over ONE THOUSAND, and will cover a space considerably over 30,000 square inches, costing over \$25,000. Are from sketches made by a corps of artists who followed the fortunes of the armies, and who justly rank among the heroes of the war, braving every hardship and peril of the war, often under fire, and in the most dangerous positions during the battles in the business of their vocation. They will represent portraits of the President and Vice-President of the Confederacy, members of the Cabinet and department officers, signers of the Constitution of the Confederacy, governors of the seceding States, officers of the army and navy, faithful and authentic sketches of places of note, battles, sieges, charges, camp life, bombardments, naval engagements, conflicts, gunboats, cruisers, rams, blockade runners, etc.

To the veteran these engravings will recall memories of familiar faces, of his life on the tented field or quarter-deck, of many a hard fought battle, of marches, bivouacs, camp fire, and the numerous scenes and incidents peculiar to the daily life of a soldier or sailor, while to his children and the present generation they will convey the reality of war with a vividness that nothing else can convey.

For fifteen years the editors have been collecting material and data for this work, the search has accumulated for them manuscript, archives, photographs, etc., inaccessible to any other persons. They bring to the execution of the work much experience, and a reputation for accuracy and sincerity, without prejudice or passion, so closely and earnestly have they studied their subject, and arranged their matter, that they are more masters of their subject than any men living.

It would be impossible to indicate the full contents of the book in the limited space on this circular; we, however, give below

PARTIAL TABLE OF CONTENTS.

1. FOUNDATION and Formation of the Confederacy and the Secession of the Southern States and the prominent part taken by President Jefferson Davis, members of the Cabinet and governors of the seceding States.
2. ORDINANCES of Secession of the Southern States, including Maryland, Missouri, Arkansas and Tennessee—tables showing dates of secession and the votes thereon.
3. CONSTITUTIONS of the Confederate States; dates of the Ratification of the Constitution by the different States; names of the signers of the Constitution (with portraits).
4. GOVERNORS of the Southern (Confederate) States, 1861-1865, with terms of office (portraits).
5. CONFEDERATE CONGRESS, names of Senators and Members of the house, from each State and Territory, in the Provisional, First and Second Congresses.
6. THE CONFEDERATE TREASURY, State, Post Office, War, Navy, Justice and Patent Office departments.
7. Confederate Notes, Bonds, etc.
8. BATTLES OF THE WAR, from the Firing on Fort Sumter to the surrender at Appomattox, Sieges, Charges, Skirmishes, Marches, etc., as described by Generals R. E. Lee, Stonewall Jackson, A. S. Johnston, J. E. Johnston, Beauregard and others.
9. The CONFEDERATE STATES NAVY, from the laying of the first keel to the sinking of its last vessel. Naval Engagements, Bombardments, Blockade Running, Operations of Cruisers and Privateers by Admirals Franklin Buchanan, Raphael Semmes, Captains Waddell, Mitchell, Bullock and others.
10. ROSTER OF THE OFFICERS of the Confederate States Army and Navy, and their commands (with portraits), compiled from the original archives of the Confederate Government.
11. NAVAL OFFICERS, Vessels, etc., in the Confederate service 1861-65.
12. ALPHABETICAL LIST of 2,261 battles of the Civil War.
13. IMPORTANT BATTLES of the Civil War, with dates, names of Corps, Divisions or Regiments engaged, and the Generals of both armies killed or wounded, also giving number of killed, wounded and missing, and the names of opposing commanders.
14. FEDERAL VESSELS destroyed by the Confederate Cruisers Alabama, Nashville, Olustee, Florida, Tallahassee, Shenandoah, Sumter, etc., etc.
15. ARMIES, Corps and Geographical Commands in the Confederate States.
16. ORGANIZATION (or Roster) of all the Confederate Corps, Divisions, Brigades, Regiments, etc., and the names of officers and the important battles of the war.
17. THE CONFEDERATE NAVY, giving names of vessels and their commanders; also names of the officers of the navy, Statistics of the Cost, Losses, Captures, and the Services of the Confederate Navy during the Civil War.
18. UNITED CONFEDERATE VETERANS, Virginia Veterans, Tennessee Bivouacs and other organizations.
19. CONFEDERATE MONUMENTS erected in the different parts of the United States.
20. CONFEDERATE POEMS, the martial melodies dear to Southern hearts, pathos and patriotism.
21. ABSTRACTS and returns from the Confederate armies and a vast accumulation of statistical and historical matter too lengthy to enumerate on this circular.

THERE WILL BE IN

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Over One Thousand (1,000) Illustrations, including Colored Lithographs, Battle Scenes, Maps, Plans of Battles, Portraits of Distinguished Military and Naval Heroes, Statesmen, etc., measuring from ten (10) square inches to one hundred and eight (108) square inches (equal to one (1) page) each.

The book will be printed on highly finished paper, and contain 500 pages, size 11½x16 inches.

✻ ✻ ✻ TERMS OF PUBLICATION. ✻ ✻ ✻

"The Confederate Soldier in the Civil War" will be published in serial form and sold by subscription only.

It will be published in Thirty-one (31) Parts, at Twenty-five (25) cents a part. Four (4) parts will be issued each month.

No subscription will be received except for the entire work.

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